BILMMIAL REPORT
OF THE
BOARD OF STATE HARBOR
COMMISSIONERS
HOR THE
IMPRICATIONS



SAN FRANCISCO HISTORY ROOM

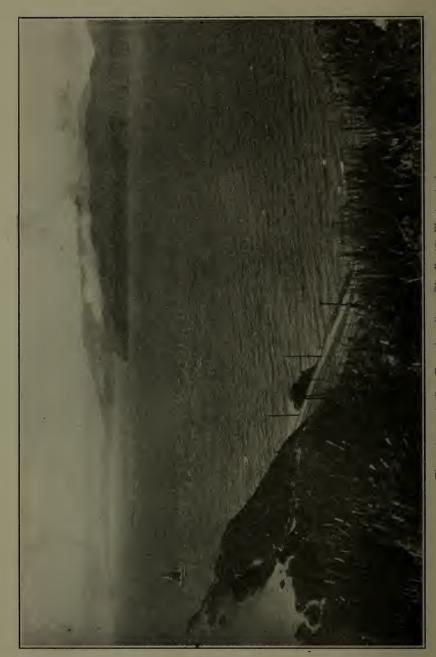


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The entrance to San Francisco Bay-The Pacific Fleet entering.

## BIENNIAL REPORT

OF THE

## Board of

# State Harbor Commissioners

FOR THE PORT AND HARBOR OF

## SAN FRANCISCO

FOR THE

Fiscal Years Commencing July 1, 1920, and Ending June 30, 1922

## **COMMISSIONERS**

JOHN H. McCALLUM, President

HARRY H. COSGRIFF FREDERICK S. MOODY



CALIFORNIA STATE PRINTING OFFICE SACRAMENTO, 1923

## BOARD OF STATE HARBOR COMMISSIONERS.

JOHN H. A	IcCallu	м,	Pr	esie	den	t	-	-	-	-	-	Com	missioner
HARRY H.	Cosgrif	F -		-	-	-	-	-	-	-		Con	missioner
Frederick	S. Mood	Υ -		-	-	-	-	-	-	-		Com	missioner
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HILDA GOH	RMAN -	-	-	-	-	-	-	-	-		-		Secretary
James Byr	NE, JR.			-	-	-	-	-	-	Λ	ss	istant	Secretary
Frank G.	WHITE	-	-	-	-	-	-	-	-	-		Chief	Engineer
Daniel A.	RYAN	_	_	_	_	_	_	_	_		-		Attorney

Office, Union Depot and Ferry House San Francisco, California.

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 $Ferry\ Tower\ Illuminated\ for\ a\ Convention--all\ work\ performed\ by\ Electrical\\ Department\ of\ Board.$ 

#### LETTER OF TRANSMITTAL.

To His Excellency, Hon. Wm. D. Stephens, Governor of the State of California.

Sir: As required by law, the Board of State Harbor Commissioners for the harbor of San Francisco herewith respectfully submits its biennial report for the fiscal years commencing July 1, 1920, and ending June 30, 1922, embracing a full report of all moneys by them received and disbursed, describing the improvements made or under way, and the general conditions of the harbor property.

We have the honor to be,

Yours very respectfully,

J. H. McCallum, President, H. H. Cosgriff, F. S. Moody,

Board of State Harbor Commissioners.

October 20, 1922.



Some of San Francisco's 40 piers, the Ferry Building and the Embarcadero, as seen from an aeroplane.

#### INTRODUCTION.

#### JURISDICTION, PUBLIC OWNERSHIP AND OPERATION.

Unlike most of the leading seaports of the United States, San Francisco enjoys the advantage of a harbor front that is owned and operated by the public. The title of the property is in the State of California, and harbor affairs are administered by a board of three Harbor Commissioners, appointed by the Governor of the state and holding office during his

The only harbor under the jurisdiction of the Board of State Harbor Commissioners is that portion of the water front on the Bay of San Francisco around the city and county of San Francisco, from the Presidio, the United States Military Reservation on the north, thence around the bay front to the boundary line between San Francisco and the county of San Mateo, and more particularly described elsewhere in this report. Only the commerce, construction, maintenance and operation of this water front is dealt with in this report. On the other side of the bay, at Oakland, Richmond and Port Costa, local bodies administer their respective harbor facilities.

The statistics and other data herein contained refer only to the state property along the San Francisco water front, consisting of a seawall; seawall lots, beyond the same, created by the reclamation of tidelands; The Embarcadero, and other water front streets; the Belt Railroad; tugs and dredgers, and all the piers and wharves in the city and county of San Francisco, except those belonging to the federal government at the Presidio and Fort Mason and those belonging to the Bethlehem Ship Building Corporation (formerly the Union Iron Works) at China Basin and Hunter's Point, and those of the Western Sugar Refinery at the foot of Twenty-third street, and these are dealt with only in the data showing the total tonnage passing through the port, as given in the secretary's report.

#### EXTENT OF SEAWALL, DOCKS AND LANDS.

The present water front of San Francisco in active use is approximately five miles in length. On June 30, 1920, there were in existence along this line 15,000 feet of completed seawall, 39 piers, and certain other smaller bulkhead and other open wharves 28 seawall lots of land, having a total area of approximately 5,000,000 square feet, valued at more than \$5,000,000 together with the tract of about 25 acres, leased for 50 years to the Atchison, Topeka and Santa Fe Railway Company as its China Basin Terminal.

By the progressive construction of a permanent seawall around the water front on the line fixed by law, important land areas between it and the previously existing city front have been reclaimed and become the property of the state and have been devoted to harbor uses. The socalled seawall lots under the jurisdiction of the Board and devoted to railway use and other purposes were thus reclaimed.

The piers and bulkhead wharves offer about 15 miles of berthing space at the present time, and the system can be expanded, as the popula-

tion and commerce demand, until it will cover 50 miles.

In addition to the property located on the active water front the state owns 141 acres of partially submerged land, bounded by Islais Channel. Waterfront street, India Basin and Arthur avenue. On the filled portion of this land is located the Islais Creek Vegetable Oil plant.

The Belt Railroad encircles the water front and has a total trackage of 54.62 miles. It connects with all industries located on the system to the number of 106. The Belt Railroad furnishes a terminal in San Francisco for any transcontinental railroad seeking to enter San Francisco.

#### THE HARBOR SELF-SUPPORTING.

Under the law, the harbor has been self-supporting since its inception. All the cost of construction and maintenance of seawalls, buildings, wharves, etc., as well as the operating expenses, are paid out of harbor receipts. These are derived from charges imposed upon shipping and cargoes, in the form of rents, tolls, dockage and wharfage for the use of the wharves; switching charges on the Belt Railroad; from the rental privileges of the seawall lots and of the Ferry Building and other buildings and for the use of the ferry slips, and other lesser sources. The principal and interest of all bond issues must also be paid out of the same revenues. San Francisco Harbor thus pays its own way, not a dollar coming out of the public treasury or taxes.

The advantage of public ownership to the shipping interests is shown by the provision of the law that harbor charges must not exceed the amount necessary to meet operation, repair and construction expenses

and redeem bond issues.

#### TOWAGE, PILOTAGE AND STEVEDORING.

The charges for towage and pilotage from the Pacific Ocean into San Francisco Bay are contained herein as matters of general information, but are not in any degree under the jurisdiction of the Board of State Harbor Commissioners.

## PART I.

REPORT OF THE BOARD.



#### REPORT OF GENERAL CONDITIONS CONCERNING SAN FRAN-CISCO HARBOR UNDER PRESENT ADMINISTRATION.

During the biennium 1920-1922, the port of San Francisco having experienced its share in the business depression which overshadowed the entire shipping world following the world war, no extensive improvements were necessary or made. It is a fact, however, worthy of note that San Francisco is the only port during the period which not only paid expenses but showed a large financial gain, the surplus revenue over and above operating expense, cost of repairs and replacements, interest and sinking fund on bonds, etc., being \$665,782.07 for the year ending June 30, 1921, and \$580,818.03 for the year ending June 30, 1922, a total of \$1,246,600.10 for the period.

In the Secretary's report there will be found a comprehensive and detailed account of the finances for the biennial period. However, it is desired to call attention to the fact that the finances are in better shape at the end of this biennium than during any other period in the history of the harbor. Seven million dollars in unsold bonds available for any emergency, or to provide for the natural growth of the harbor, and a surplus monthly revenue places the harbor in a strong financial position.

The Board feels also, it is worthy of note that the revenue of the port has increased 65 per cent since the year 1912 and, during the same period, the maintenance and operating expense of the port increased

only 8½ per cent.

The Board has endeavored to apply to the management of the port in all its details the same principles of efficiency and economy which must be applied to all successful enterprises. Of necessity the Board is compelled to buy materials and supplies running into many thousands of dollars. All these purchases are made through the agent of the State Purchasing Department located in San Francisco and the principle applied to the purchasing of such supplies is price, quality and service. All bills are paid promptly by the tenth of the following month except those which are subject to cash discount, which are paid within the discount period, the discounts thus earned running into thousands of dollars. All moneys collected are placed in the bank at San Francisco where they draw interest on the basis of daily balances. The interest thus accruing during the year amounts to many thousands of dollars also. In accordance with the law each month the moneys in the bank are forwarded to the State Treasurer at Sacramento for the account of the San Francisco Harbor Improvement Fund. All moneys in this fund are used solely for San Francisco harbor purposes.

#### Construction.

The Engineer's report supplies in detail all information concerning the improvements made during the period. Briefly, these were completion of bulkhead wharves at Piers 5, 25 and 27 commenced and described in detail in the 1918-1920 report and completed during this biennial period. Reinforced concrete bulkhead wharves at Piers 19 to 25 were completed and new bulkhead buildings erected at Piers 5 and 27, the improvements aggregating 83,835 square feet.





China Basin Terminal.

The greatest and most important undertaking during the period, and perhaps the greatest project undertaken for many years, is the building of the China Basin Terminal, work on the first unit of which was commenced in March, 1922. The contract was let in February, 1922, for a total sum of \$761,343. When completed this terminal will add 516,530 square feet to the cargo area and storage space of the port and will supply waterside storage for transshipment cargo, cargo for export and seasonal cargo. Too great emphasis can not be laid upon the importance of this project, which will be unequalled by any port in the United States, or in the world.

The Terminal is being built from the proceeds of the sale of \$1,000,000 Third San Francisco Harbor Improvement Bonds, 4 per cent bonds, act of 1913, sold by the State Treasurer for this purpose in December, 1921. It is contemplated that the warehouse when completed will cost in excess of \$2,000,000 and it is believed that it can be built, with the exception of the \$1,000,000 provided as above, out of current revenue.

The warehouse has been described in a previous report. However, it is deemed of sufficient importance to reiterate the former statement

concerning this improvement:

The building as shown on the plans is a combined wharfshed and warehouse 816 feet in length and six stories in height. The width on the main floor is 123 feet; on the second floor 100 feet and on the four warehouse floors 100 feet. These widths are secured by stepping back on the wharf side, and this plan was adopted in order to locate the foundations of the wall of the main building inside the bulkhead wall. By this means also there are provided landing platforms at the level of the second and third floors. By the use of revolving, semi-portal electric cranes it will be possible to handle cargo between the ship and the first, second and third floors of the building in one operation.

Whip hoists mounted on the roof will serve the three upper floors on the wharf side, and elevators and other conveying equipment

will be provided inside the building.

Three depressed tracks are planned behind the building, and these will also serve the industrial property which will be available be-

tween these tracks and Berry street.

The combined wharfshed and warehouse, six stories in height, will provide floor areas as follows: First floor: 100,370 square feet; second floor, 89,760 square feet; third, fourth, fifth and sixth floors, 81,600 square feet each.

Assuming that the first and second floors are used as outbound and inbound transit sheds, and the other four floors for warehouse purposes, there will be provided 190,130 square feet of wharfshed

space and 326,400 square feet of warehouse space.

A detailed account of this improvement is shown in the report of

the Engineer.

This warehouse will bring to the Port of San Francisco, the facilities for handling at the water side, all cargoes of seasonable freight, grain, tropical pineapple, sugar and cotton, at a minimum cost for both domestic and export movement. Cargo for re-export may also



Launch "Governor Stephens."

be stored here. The largest ship may dock at the wharf and the cargo be placed in storage at the harbor front.

This improvement means not only a tremendous increase in cargo and dock space, but will establish a port warehousing system which, when completed, will rival anything in any port in the world.

As further stated in the Engineer's report, the port has continued its policy of wiring the piers for the purpose of furnishing power on the piers and light and power on the ships. Piers 19, 20, 26, 27, 28, 35, 37 and 39 have been so wired and Piers 5, 19, 27 and 39 were entirely rewired in conduit. Ships are thus enabled to work night as well as day, a convenience which is much appreciated.

Inspection Launch "Governor Stephens."

During this period also, there has been completed and put into commission a new combination tug and inspection launch named, following the policy of the Board in naming its craft for the incumbent governor, Governor Stephens. This craft, in addition to furnishing a very necessary towage boat for the work of the Commission, is so fitted up that it will be possible to make inspections of the work from the waterside, as well as entertain visitors from other ports in a far more suitable manner than has been the case heretofore.

#### Ferry Building.

For many years the damage caused to ferry slip dolphins by ferry boats crashing into them has been a source of great expense to the Board. In order to make better provision for payment of damages caused, the Chief Engineer of the Board, together with engineers of the ferry and railroad companies, some time ago came to an agreement to be used as a basis of settling claims for damages.

The Board of Harbor Commissioners, taking cognizance of the revenue being received from the ferry slips as compared with the amount being paid by the Board for repairing damages to the ferry slips, after consultation with the ferry companies, fixed the ferry slip rental at \$750 per

month, an increase of \$250 per month.

For many years the California Development Board has been occupying the south end portion of the mezzanine floor of the Ferry Building for its offices and exhibit. On July 1, 1920, the California Development Board moved its offices and exhibit from the mezzanine floor to the grand nave of the building, paying for the additional advantages of location a rental of \$600 per month, an increase over the former rental received of \$350. However, the arrangement of the exhibits in the nave has not been sufficiently modern or attractive to please either the California Development Board or the Board of State Harbor Commissioners and the Development Board has arranged to remove its exhibit from the south end of the nave to a position along the entire east wall of the grand nave of the building. This exhibit is designed to be the most attractive exhibit of its kind ever shown in San Francisco and will be financed by the various county organizations. A start has been made and it is hoped that early in the next biennial period the exhibit will be complete. The first step has necessitated a change in the method of entering the waiting rooms of the Key Route and Southern Pacific on the upper floor, which arrangement, however, is working out satisfactorily.





In July, 1920, the Board obtained a new tenant of the space on the mezzanine floor formerly occupied by the California Development Board. This tenant is the United States Department of Forestry, which occupies the entire space formerly assigned to the California Development Board with some additional storage space on the dolphin for which the Board now receives a rental of \$1,000 per month.

#### Belt Line Railroad.

During the biennial period the Board has added to the efficiency of the Belt Railroad, notably in the rearrangement of the tracks on the north side of the harbor, a more detailed description of which will be found in the report of the superintendent of the Belt Railroad; this cost upwards of \$100,000.

The switching charge on the Belt Railroad is \$3.50 per car, which is the cheapest of any port in the United States and is only equalled by one other port in North America. Notwithstanding the fact that the transcontinental lines admit that this service can not be performed by themselves at this price, the Board of State Harbor Commissioners, during the biennial period, has made a profit over and above the cost of operation and upkeep.

#### The Embarcadero.

The Embarcadero, the waterfront street of the port of San Francisco, being the property of the state and under the jurisdiction of the Board of State Harbor Commissioners, the cleaning, sweeping and lighting of this thoroughfare has devolved upon the Board and has been paid for out of current revenues.

The sweeping has proved quite a problem; for many years the Board has called for yearly bids and contracts for sweeping of The Embarcadero. During the years 1920-1921 the proposition of using a street sweeping machine on The Embarcadero and the bulkhead wharves was decided upon. In April, 1921, the Board purchased a street sweeping machine for \$8,490. At the end of a year's time the cost of having operated the sweeper was \$10,717.35 as against the sum of \$18,590.04, the amount paid the contractor the previous year for sweeping a lesser area. At the end of the biennial period the sweeper has not only paid for itself but has greatly reduced the expense of sweeping The Embarcadero.

#### Insurance-Fire.

The Board carries approximately \$2,200,000 of insurance distributed pro rata on all property under its jurisdiction that is destructible by fire. The law provides a limit of insurance on harbor property of \$2,000,000 plus 25 per cent of the value of any structures erected after the passage of the law in 1919. Thus the total sum of \$2,200,000 is arrived at.

The Board exercises every precaution to prevent any fire hazards accumulating on any of the piers. To that end it has in its employ an expert whose duty it is to inspect the piers daily and see that fire hazards are reduced to the minimum. In this regard we have the full and complete cooperation of the fire underwriters of San Francisco.

The rate paid for insurance carried is  $1\frac{1}{2}$  per cent for three years.

The insurance is distributed among a large number of fire insurance companies.



Before the Golden Gate is reached—The Cliff House—one of San Francisco's landmarks.

Workmen's Compensation Insurance, etc.

Since the "Workmen's Compensation, Insurance and Safety Act" went into effect in 1913, the Board has carried its own insurance. The Board takes every precaution to see that accidents to its employees are reduced to the minimum and complies strictly with all requirements of the State Industrial Accident Commission. Industrial compensation is made to injured employees direct by the State Compensation Insurance Fund on the basis of adjustment arrived at by themselves and for this

The Board pays a commission of 10 per cent.

The Board takes a great deal of pleasure in reporting that during the last biennial period, under the system of carrying its own insurance, it cost but \$0.0125 whereas if we were to insure with the State Compensation Insurance Fund the cost would be approximately \$0.0452. In the biennial period just preceding the present, a very much more advantageous showing was made, the rate being only \$0.0068 on the basis of our pay roll as compared with the rate of \$0.0125 during the present biennial period. During the two biennial periods the saving in money amounts to \$122,763.66

Piers.

Piers 42 and 44 were built under the provisions of section 2527 of the Political Code, by the Pacific Mail Steamship Company, which provides that steamship companies providing the moneys for the building of piers, when harbor funds are insufficient for that purpose, may obtain a fifteen year lease of the structures so built. The fifteen years expired on Piers 42 and 44 in February, 1922, but, inasmuch as the Pacific Mail Steamship Company had lost the use of each pier for one year's time due to repairs, the lease has been extended until February, 1923, after which time the Board will receive revenues from these piers.

Pier 34 was built under the provisions of the same act by the Western Pacific Railroad Company, the lease being dated August 4, 1910. Owing to a change of conditions under which the Western Pacific Company operated, the Toyo Kisen Kaisha, which had been using the pier in conjunction with the Western Pacific, desired certain changes made in the pier—spur track moved from the center to outside of shed, widening of pier, etc., all of which the Western Pacific Railroad did not desire

o make.

Thereupon, application was made to the Board for the release and cancellation of their lease at Pier 34 and the return to the Western Pacific Railroad Company of the prepaid rental then due. After consideration, the Board decided that it was for the best interests of the port to cancel the lease and return to the Western Pacific Railroad Company the amount of rental which the Board would receive, less the amount which it would cost to repair the pier and put same in condition under the terms of the lease. This being agreed upon the lease of Pier 34 was canceled by the Board on November 30, 1921, and the sum of \$14,987 returned to said Western Pacific Railroad Company. The assignment of the pier was then made to the Toyo Kisen Kaisha, which company now pays the Board the regular monthly rental.

No piers have been built under this financial plan since 1911 during which year Pier 54 was built by the Santa Fe Railway Company, the current revenue and moneys received from the sale of bonds now being

sufficient for the erection of all piers.



Advertising-State Fair, Motion Pictures, etc.

Ports other than the port of San Francisco have been for some time past engaged in advertising campaigns for the purpose of increasing their business. Heretofore, there has been some question as to the propriety of the expenditure of moneys along these lines and some question as to the advisability of so doing. No action along this line has been taken up to the present biennial period. However, the Board has felt that in order not only to keep up but to outdistance, if possible, other ports bidding for business both along the Pacific Coast and in other parts of the United States, that it was necessary to advertise, as well as educate the general public concerning the harbor facilities and advantages of doing business through the port of San Francisco.

Therefore, as a first step in this direction, and in an educational campaign to acquaint the people of the city and state with facts concerning their harbor and its development, the Board has conducted for the past two years at Sacramento State Fair an exhibit showing pictorially the harbor, and has issued advertising pamphlets, etc., in which are described and

extolled some of the advantages of the harbor.

It has also exhibited at the Fresno County Fair, and at the California Industrial Exposition at San Francisco in October, 1921, held a similar exhibit. Also, along the same line, it has made and has exhibited at various places about the state and in other states motion pictures

depicting the facilities of the harbor.

These fair exhibits and exhibits of motion pictures the Board expects to continue, and in furtherance of this same policy the Board appointed Mr. Lochiel M. King, formerly office engineer, as its commercial agent, the duties of Mr. King being to act as a general advertising director of the port, as well as business solicitor, and manager of the vegetable oil plant.

In the future, the Board feels that it will be necessary to engage in a far greater advertising campaign for the harbor, and as a first step in this direction, it published on July 1, 1922, a sailing list which indicates all sailings from the port of San Francisco, as well as facts concerning the

harbor and its advantages.

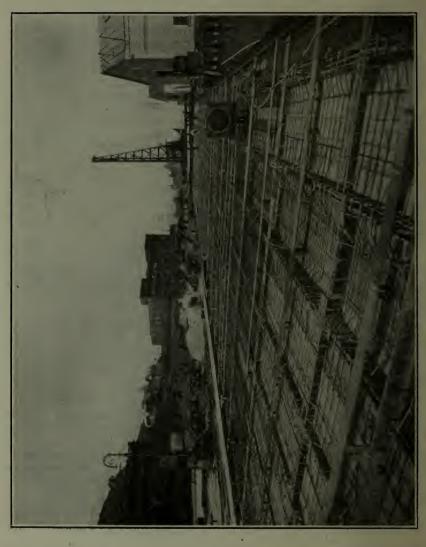
#### Advisory Board.

The advisory board of twenty of the leading men engaged in various activities in connection with shipping appointed to consult with the Board of State Harbor Commissioners on matters of importance is still functioning greatly to the advantage of the port, and the Board again acknowledges its great appreciation of the efficient and loyal assistance they are rendering in dealing with problems of the port.

Islais Creek-India Basin Improvement.

In 1920 an application was made by the Board of State Harbor Commissioners, together with the Western Pacific Railroad Company and other landowners interested in this district, to the United States Department of Engineers, requesting that certain dredging be done from the pierhead line to deep water and quantities of sand be removed at the mouth of Islais Creek Channel. The federal authorities still have this project under consideration, as shown in the Engineer's report.

The Board wishes to state that whereas no work has been started during this biennial period on the development planned for the 280 acres of submerged land in this district, as shown in the report of the



Engineer for 1918-1920, nevertheless it is holding its plans for that land for future development of the port and as a possible site for a free port zone should one be established in San Francisco.

#### Extensions to Piers.

The Board is committed to the policy of lengthening certain piers, namely Piers 20, 22, 34, 38, 40, 42 and 44 to the pierhead line. The plans for extending Piers 22 and 44 are completed and contracts for same will be let within the next thirty or sixty days, and as soon as Pier 44 is lengthened a contract will be let for Pier 42. The other piers numbered above will follow progressively after the completion of Pier 42. When these piers are lengthened it will add not only to the berthing space but to the cargo area of the harbor.

#### History of San Francisco Harbor.

During the biennial period, the Board has had prepared a history of the port of San Francisco. This has been written by a man familiar not only with the history of the development of the physical features of the port but with the political history of the community as well and it is believed that the history will be valuable not only for harbor files but for general distribution with this report.

During the last legislative session there vas little legislation affecting the harbor. However, by certain political influences of San Francisco, a bill was introduced in both houses which had for its purpose the transfer of the control and ownership of San Francisco Harbor from the State of California to that of the city and county of San Francisco. bill failed of passage.

The shipping interests of San Francisco were opposed to the transfer and the Board feels that the opinions of the shipping men who signed the petition concerning the advisability of such transfer are worthy to be set forth in this report and there follows a copy of the petition forwarded

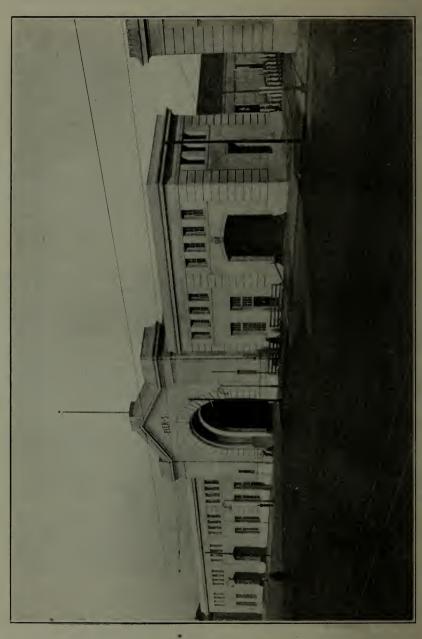
at that time to Governor Stephens:

The undersigned shippers and vessel owners of this state, who primarily contribute to the support of the harbor of San Francisco, are certainly deeply interested in its present management and its future development, and accordingly are earnestly opposed to any change in the control from the State of California to the city and county of San Francisco. Accordingly, we most urgently request that the Governor of this state and every member of the legislature will defeat any measure that has for its purpose the transfer of the waterfront of San Francisco. Our attitude is based upon the following reasons: the following reasons:

the following reasons:

First: State control has proven eminently successful, economical and efficient, has developed here one of the most highly organized and best conducted harbors in the United States and in the world. The benefits are shared by the city and county of San Francisco, the State of California, the entire Pacific Coast and the nation. And in all its operations not one cent is drawn from the treasury of the state, as the entire expense is borne by port charges and nothing contributed by taxation of any kind on the taxpayers of the state.

Second: Under state control revenue-producing real estate valued at more than \$5,000,000 centrally located on the waterfront and improved property valued at more than \$25,000,000 centrally located on the waterfront and improved property valued at more than \$25,000,000 consisting of forty magnificent piers, sea walls, ferry building, belt railroad, etc., has been acquired out of surplus harbor revenue, and the sale of \$11,000,000 of 4 per cent harbor bonds. In addition, \$8,000,000 of 4 per cent harbor bonds already authorized are still available for future development. The faith and bonds already authorized are still available for future development. The faith and credit of the State of California are behind these bonds and have guaranteed them, and no means exist of relieving the state from this liability to present bond holders. So, in the event that the control of our harbor should be transferred from the state



to the city, the state will have lost assets of approximately \$50,000,000, and still be

finally liable as guarantor for \$11,000,000, of outstanding bonds.

Third: Under state control future development of the harbor can be carried on at lower cost than under municipal control, as the state can borrow money at a lower rate of interest than the city. The city of San Francisco has paid 4½ per cent and 5 per cent on municipal bonds for public improvement, whereas the interest on state harbor bonds is 4 per cent. This differential in interest alone during the very lengthy life of the bonds now issued would equal the face value of the bonds. It is needless to remind you that the cost of transportation and distribution of a commodity must be paid by the consumer, and that every additional item of cost added to the transportation or distribution of goods coming through the port of San Francisco must ultimately be paid by the people of the State of California in the price of the commodity.

Fourth: State control has made the harbor self-supporting, and has insured San

Francisco the lowest harbor charges on the Pacific coast.

We recognize the great opportunities offered shippers and vessel owners by the magnificent piers and other harbor facilities at San Francisco for developing world wide commerce and must resent any attempt to represent that needed harbor improvements have not kept up with demands and that any additional harbor improvements and facilities can not be better and more economically provided for under state control than city control. The state has given to Oakland, Richmond, Berkeley, Los Angeles and San Diego, not improved property valued at millions of dollars, but tide lands and the opportunity to build at their own expense wharves and other harbor facilities. The present State Board of Harbor Commissioners who administer the San Francisco Harbor trust has the support and confidence of the shippers and vessel owners who bring the commerce to the port and any change of control of the San Francisco Harbor front would be unnecessary, inadvisable and against the best interests of shippers and vessel owners and citizens of the state at large.

It is a great deal of satisfaction to the management of the harbor to have frequent expressions come to it from shipping interests, doing business through nearly all the ports of the world, to the effect that the harbor of San Francisco is not only the best natural harbor in the world but that the type of facilities and management is also the best. It is the constant endeavor of the Board to supply every necessary facility for the benefit of those doing business through the port.



China Basin Terminal.-General View of Site.

## PART II.

REPORT OF CHIEF ENGINEER.



#### REPORT OF CHIEF ENGINEER.

September 19, 1922.

To the Honorable Board of State Harbor Commissioners, San Francisco, California.

Gentlemen: I beg to submit herewith for your consideration my report as Chief Engineer of the Board of State Harbor Commissioners, for the two fiscal years beginning July 1, 1920, and ending June 30, 1922.

At the time of the presentation of the last biennial report on July 1, 1920, there were under construction the following structures:

Pier 5, bulkhead wharf, which was 53 per cent completed. Piers 25-27, bulkhead wharf, which was 28 per cent completed. Pier 20, addition, which was just commenced.

This work was all described in the last report and the structures have all been completed and placed in service.

For the purposes of this report, the work of the engineering department will be divided as follows:

- 1. Wharves and buildings.
- 2. China Basin Terminal.
- 3. Maintenance and repairs.
- 4. Belt Railroad.
- 5. Paving.
- 6. Electrical.
- 7. Dredging.
- 8. Testing.
- 9. Designing and drafting.
- 10. Recommendations.
- 11. General.

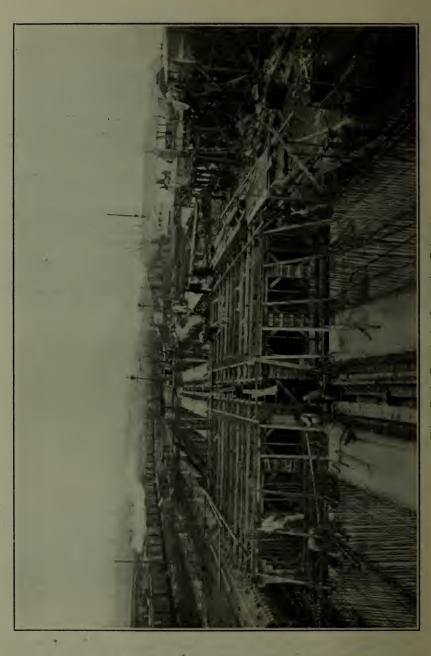
#### 1. WHARVES AND BUILDINGS.

#### Bulkhead Wharf, Piers 19 and 21 to 25.

Two sections of bulkhead wharf were constructed, one across the end of Pier 19 and the other extending from the south side of Pier 21 to the north side of Pier 25. They are of reinforced concrete of standard design, 46 feet in width and aggregating 745 feet in length. The construction of these two sections marks the completion of the permanent concrete bulkhead wharf and wall from the north side of Pier 44 to the west side of Pier 41, a distance of 2.6 miles. The wharves were 97 per cent completed on June 30, 1922.

#### Pier 27, Bulkhead Building.

Following the completion of the bulkhead wharf adjacent to Pier 27, which was described in the last report, a bulkhead building was constructed in front of Pier 27 and over the wharf between Piers 27 and 25. The building is 318 feet in length, 70 feet in width and one story in height.



It is of timber frame construction covered with metal lath and cement plaster, and the door openings are closed with steel folding doors. The bulkhead building was completed in February, 1921.

Pier 5, Bulkhead Building.

This improvement includes a new front on existing Pier 5 and two story bulkhead buildings extending northerly and southerly from the pier. The total length is 313 feet; the southerly portion including the pier front is 164 feet in length by 33 feet in width, and the northerly portion is 149 feet in length by 49 feet in width. The type of construction is the same as that previously described at Pier 27, except that the doors are steel rolling doors. The building was completed in June, 1922.

### 2. CHINA BASIN TERMINAL.

The most important project undertaken during the biennial period was the China Basin Terminal, which was referred to in the last report. At that time preliminary plans and estimates had been made and the general plan had been tentatively approved. During 1921 the site was investigated by taking borings and soundings, and detailed plans and specifications were prepared for the substructure. Plans of the superstructure were also begun, and work on these is now under way. On February 9, 1922, a contract was awarded to the Healy-Tibbitts Construction Company for the substructure and the work is now progressing satisfactorily.

The contract for the substructure includes the construction of a main seawall extending from Third street near the northerly end of the bridge over Channel street to Pier 46; a wing wall extending northerly to a junction with the existing seawall between Piers 44 and 46; the filling of the area inside this seawall; the construction of foundations for the terminal building; and the construction of a wharf and finished floor over the main seawall and extending over one-half the width of the building. The removal of the old structures and the necessary dredging of the site has

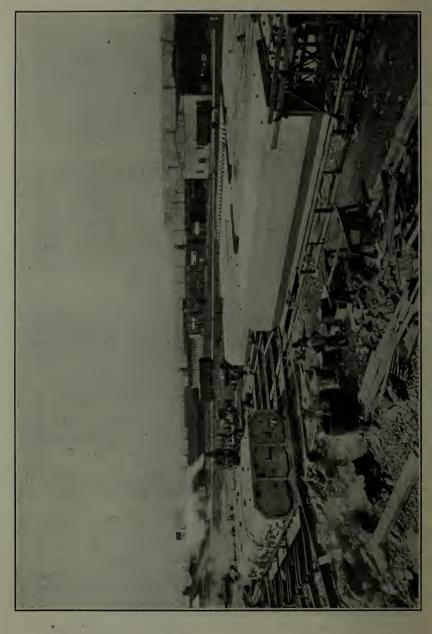
been handled by the Board's forces.

The main seawall is of a type which has not previously been used in San Francisco. It consists essentially of a series of pre-cast reinforced concrete caissons which are set approximately 15 feet apart, the openings between adjacent caissons being closed with pre-cast curved curtain walls. The caissons are 7.5 feet in thickness, 20 feet in width at right angles to the axis of the wall and from 54 feet to 57 feet in depth below

the level of the deck.

The caissons are set in holes excavated in the hardpan, upon level beds of crushed rock. After setting, fifteen piles are driven in the bottom of each caisson and it is then filled with concrete. The tops of the caissons are anchored to the foundations by heavy reinforced concrete ties which extend entirely across the building. The curtain walls closing the spaces between the caissons are curved so as to act as vertical arches and the ends where they rest against the caissons are grouted so as to secure a uniform bearing.

The building foundations consist of concrete footings supported on clusters of piles which are driven through the sand fill and into the underlying hardpan. The majority of these heavy footings require the use of from 23 to 28 piles each and a total of 5400 piles will be used in this part of the work. The first floor over the outer half of the building is of



flat slab construction and is supported by the column footings. The inner portion of the floor is to be laid directly on the fill and is not included in the existing contract.

The wharf adjoining the channel will consist of a series of arches supported by the caissons and will carry two railroad tracks. This wharf will be 1000 feet in length and the construction will permit of dredging to a

depth of 36 feet at mean lower low tide.

The terminal building, which will serve as a combined transit shed and warehouse, was described as tentatively planned, in the last report. In preparing the working plans changes have been made which will add to the operating efficiency. The building as contemplated will be 812 feet in length and six stories in height. The width of the first floor will be 137 feet. At the level of the second floor the wall on the wharf side will be set back 20 feet providing a working platform of that width. This will permit of the landing of cargo direct from the ship and will facilitate the use of the second floor as an inbound transit shed. On the land side, also at the level of the second floor, the wall will be set back 15 feet so that all floors above the first will be 102 feet in width. Two depressed railroad tracks will be provided along the land side of the building. These two tracks as well as the first floor extension, will be covered at the second floor level by an elevated driveway which will be reached by a ramp from the street level. This will make the second floor directly accessible to trucks and will permit of the handling of cargo to and from the upper floors without congesting the first floor driveway or interfering with the loading or discharging of cars.

The terminal is being designed and constructed so as to permit of the installation of gantry cranes and roof cranes which will land cargo from the ship directly on any floor of the building. It will also be equipped with the necessary elevators, spiral chutes and other modern warehouse equipment. The structures throughout are being constructed of reinforced concrete. The cost of the substructure will be about \$950,000

and of the entire terminal approximately \$2,300,000.

### 3. MAINTENANCE AND REPAIRS.

On account of the increased work of this department and the insufficient size and power of the launch James N. Gillett, Jr., it has been increasingly evident for some time that a new tug boat was required. Plans and specifications were therefore prepared and in December, 1921, contracts were awarded for the construction of a combination towing and inspection launch. This boat, the Governor Stephens, is 57 feet in length over all, with a beam of 16 feet and a draft of 6 feet. It is equipped with a 100-horsepower full Diesel engine, which furnishes ample towing power for the moving of floating equipment.

During March and April, 1922, our creosoted pile boom and material yard were moved from rented land on Hunter's point to a site adjacent to Islais Creek and the vegetable oil plant. The arrangement and accessibility of the new boom and yard have materially increased the

efficiency of the department.

In addition to the regular miscellaneous maintenance and repair work on the various structures, the largest repair jobs handled by the department were the repiling of portions of Piers 9, 19, 21 and 25; the reconstruction of the railroad tracks on Piers 7 and 25 and the rebuilding of the dolphin between Ferry Slips 4 and 5.



Repairs required on account of damage to the structures by steamships, barges, ferry boats, etc., are constantly being made and billed against those causing the damage. Many jobs of construction work are also done for the account of our tenants. The revenues from these sources, which should be credited to the department, amounted during the last two years to \$100,642.73.

### 4. BELT RAILROAD.

The most important construction work on the Belt Railroad during the two fiscal years consisted in the reconstruction of the main line and connections between Greenwich and Kearny streets. This involved the replanning of the entire track layout, the removal of the existing tee rail tracks in The Embarcadero and the laying of new main tracks and connections to the piers, industry tracks and local yards of the Western Pacific and Santa Fe railways. While the changes did not add materially to the mileage of the Belt Railroad, the rearrangement will greatly increase the efficiency of operating. The plans were prepared by the engineering department and the construction work was done by the forces of the Belt Railroad.

### 5. PAVING.

The paving done during the biennial period consisted of maintenance work necessitated by ordinary wear and by repair and reconstruction of the Belt Railroad; major repairs to bituminous pavements on the piers and wharves and on The Embarcadero; the paving of new structures; and the replacement of block pavement with bituminous pavement on a portion of Pacific street and The Embarcadero. The work on Pacific street extended from The Embarcadero to Davis street and provides, in conjunction with the reconstruction farther west by the city of San Francisco, a well surfaced main thoroughfare leading to the waterfront. The work in The Embarcadero extended along the new bulkhead wharf from Pier 3 to Pier 7. As in the past the ordinary maintenance and repair work was done by our own forces and the major repairs to bituminous pavements and the construction of new pavement, by contract.

### 6. ELECTRICAL.

Following the established policy of the Board, all electrical work on the waterfront was done during the biennial period by our electrical department. This included both new installations and such maintenance and repairs as were necessary.

The wiring and installing on the piers of receptacles for the purpose of furnishing power on the piers and light and power on the ships was extended to cover Piers 19, 20, 26, 27, 28, 35, 37 and 39. Piers 5, 19,

27 and 39 were also entirely rewired in conduit.

New panel boards were installed in the Ferry Building in order to provide for increased service and part of the existing boards were rebuilt and rewired.

### 7. DREDGING.

At the time the last report was presented it was stated that the third watch which was started in May, 1920, could be laid off after three months. During the biennial period, however, it became necessary to dredge a large area in Central Basin, Channel street between the Bay and



China Basin Terminal-Setting Caisson.

Sixth street and the site of the China Basin Terminal. This extra work in conjunction with the regular maintenance dredging necessitated again starting the third watch in May, 1921. Since that time three

watches have been operating continuously.

The increasing age and length of service of the dredging equipment has, for several years, been evidenced by the extensive repairs which have been required during the annual overhauling. This has been especially true of the mud scows. It may be expected that within a comparatively short time the cost of these repairs will increase to such an amount that it will be economy to construct new scows for regular service, retaining the old ones for emergency duty.

### 8. TESTING.

The testing laboratory continued to function satisfactorily during the biennial period and again amply justified its existence. As in the past, all materials of construction were carefully inspected and tested and this accounts very largely for the uniformly good results obtained, particularly with reinforced concrete. With the beginning of construction of the China Basin Terminal the work of the laboratory became

increasingly important.

During the last two years the department has continued the testing of cement, concrete and steel for the State Department of Engineering, now the Department of Public Works. Our testing engineer has also served in an advisory capacity to the construction engineer of the State Building in the Civic Center in connection with the selection, proportioning and placing of concrete materials. Concrete samples from buildings which were under construction at public institutions in various parts of the state were tested and reported upon.

### 9. DESIGNING AND DRAFTING.

The principal items of construction, plans for which were prepared by our designing and drafting force, have already been mentioned. The permanent records of the department have also been kept up to date and made more comprehensive.

In addition to many preliminary sketches and estimates and smaller

routine work, the following plans were prepared:

### Pier 34, Extension.

Widening of Pier 34 on the south side with a depressed track connected with the Belt Railroad; extension of timber and creosoted piles 10 feet by 650 feet.

### Pier 22, Extension.

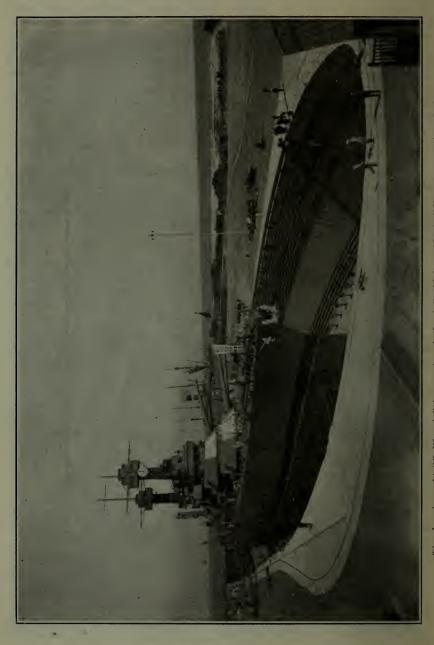
An addition to the pier at the outer end, 127 feet by 320 feet, of timber and creosoted piles with a wooden shed.

### Pier 44, Extension.

An addition to the pier at the outer end extending to the pierhead line, 146 feet by 148 feet, of timber and creosoted piles with a two-story timber shed.

### Launch Office.

A launch office and shop on the bulkhead wharf between Piers 20 and 22.



Post Office.

Several plans for the enlargement of the post office south of the Ferry Building.

### 10. RECOMMENDATIONS.

In the last report, several projects were recommended for your consideration and of these the most important were carried out or begun during the two years following. At this time I wish to mention two projects which might profitably be started during the current biennial period:

China Basin Terminal.

The substructure for the China Basin Terminal will be completed during 1923, and the plans for the superstructure will also be prepared. Before the completion of the substructure the financing of the construction of the terminal building should be so arranged that there will be no delay in proceeding with its erection.

Islais Creek-India Basin Development.

While this project is one which will entail a large expenditure extending over a considerable period of time, the work must be proceeded with comparatively slowly on account of the nature of the materials at the site. For this reason work on the project should be started some time before the need for it becomes acute and its development should be carried out gradually, allowing ample time for the settlement and compacting of the fill before beginning the erection of structures thereon.

### II. GENERAL.

In order that the waterfront between the Western Sugar Refinery and Hunter's Point may be accessible to shipping in the event of its development, considerable dredging will be required. In 1920 your Board, together with other interested parties, asked the federal authorities to have this section of the bay dredged from the pierhead line to deep The matter was referred to the district engineer of the War Department who, after a public hearing, reported adversely. As the project was believed to be of vital importance your Board instructed me to present the matter before the Board of Engineers in Washington. I appeared before the board on March 29, 1921, with Senator Samuel Shortridge and Congressman John I. Nolan, and at the same time communications were presented from the Chamber of Commerce of San Francisco and from others interested. The hearing resulted in the district engineer being instructed to prepare a detailed estimate and report. This report has been withheld by the district engineer at the request of ourselves, the Western Pacific Railroad and the Chamber of Commerce, pending negotiations which are under way with the private property owners in the vicinity, regarding cooperation in the project.

Following the hearing in Washington, I went to Baltimore, Philadelphia, New York, Boston and New Orleans in order to inspect and study the recent harbor development at these ports, particularly the army supply bases, in connection with the designing of the China Basin

Terminal.

In the summer of 1920, a body known as the San Francisco Bay Marine Piling Committee was organized for the purpose of carrying on an investigation of the marine borer problem in this vicinity. From the beginning your Board has been a substantial contributor to the funds of the committee. The investigation has included the chemical, biological and engineering phases of the problem and substantial progress has been made. To a certain extent, materials and methods of construction have been improved and standardized so as to materially prolong the life of marine structures. The work attracted so much favorable attention that it was taken up by the National Research Council, which has started a nation wide program of investigation along the lines inaugurated by the San Francisco Bay Committee. It is expected that in the near future the council will make a contribution to the funds of this committee for the purpose of carrying on certain research work in connection with the problem.

In concluding this report I desire to express my appreciation of the support accorded to me by the Board in connection with the work of the biennial period and also to commend the faithful cooperation of all

employees of the department.

Respectfully submitted.

Frank G. White, Chief Engineer.

### PART III.

REPORT OF SUPERINTENDENT OF THE BELT RAILROAD.

### REPORT OF SUPERINTENDENT OF STATE BELT RAILROAD.

To the Honorable Board of State Harbor Commissioners, San Francisco, California.

Gentlemen: I herewith submit biennial report of the operation of the Belt Railroad for the period beginning July 1, 1920, and ending June 30, 1922.

Operation.

As in former years, the Belt Railroad has continued giving switching service twenty-four hours daily, with the exception of Sundays and legal holidays, when service is rendered to piers and industry tracks from midnight until 8 a.m. only; although special engine service between the hours of 8 a.m. and 12 p.m. is given upon request, an extra charge to cover the additional expense being collected.

The number of switching crews employed has varied between eight and fourteen, according to the fluctuation of business. The maximum number is maintained throughout the period of heavy receipts of California products, such as grapes, dried fruit, etc., when the number of loaded cars moving in and out of the waterfront will approximate 12,000

monthly.

During the biennial period the number of cars handled for the four connecting trunk lines compares well with preceding years, while the expense of operation will show material economies affected along varied lines. Early in the year 1921 the Belt Railroad provided facilities for interyard movement of merchandise by furnishing standard boxcars at a minimum rental charge, and extensive use of this convenience is made by industries, shipping firms and stevedores. The expeditious transfer of commodities on the waterfront, at minimum expense, thus made possible, is greatly appreciated and the business developed is increasing monthly.

Since February, 1921, the Belt box cars have been rented some seven hundred times. Incidentally, this movement has increased the Belt Railroad revenue by \$6,000 in rentals and switching charges, such revenue being created solely through our ability to furnish the desired equipment.

Another convenience afforded local shipping interests, warehouses and commercial firms is the service given by the Belt locomotive crane of fifteen tons lifting capacity. This crane has done excellent work, at nominal expense, for many piers and industries during the biennial period. It has also proven useful in many ways on our own work, in reconstruction of tracks, switching cars used in track maintenance, and in heavy lifts for our mechanical department, such as setting locomotive driving wheels, boilers and truck frames. Since this crane was added to our equipment in May, 1919, the receipts for its rental have approximated \$5,300 while the upkeep and repair cost is light, such work being handled by our mechanics in conjunction with their work on locomotive repairs.

As regards the revenues of the Belt Railroad, I may say that the line has been more than self-sustaining during the past two years, the uniform switching rate of \$3.50 per loaded car, established November 1,

1920, covering all outlays. In view of the moderate cost of switching facilities afforded to the industrial community of this port, and the length of haul given, the showing is very satisfactory. A careful and exhaustive review of switching roads throughout the United States, compiled by one of the principal traffic bureaus, places the State Belt Railroad far in the lead as regards punctuality and frequency of the switching service given.

Construction.

The provision made for storage of cars in previous years has proven adequate for all needs, while the team trackage also affords ample facilities

to shippers and consignees.

Extensive reconstruction of the entire Belt trackage between Lombard and Kearny streets was undertaken at the close of the year 1921 and is now approaching completion. Upon conclusion of this work the Belt Railroad will operate four parallel tracks on The Embarcadero between Lombard street and Bay street, greatly facilitating switching to piers and railroad yards in that section, besides permitting at the same time, through movement of trains on the main lines. These facilities should accommodate all traffic for many years to come without further expenditures.

The trackage constructed during the biennial period increased the mileage of the Belt Railroad to 54.62 miles. The removal of the old trestle between Larkin street and Van Ness avenue, leading to the Fort Mason tunnel, has greatly improved the trackage connecting the Belt system with the government piers and warehouses and transport docks at the foot of Laguna street, and the Presidio, which is the government base.

### Recommendations.

The four old-type flat cars now owned by the Belt Railroad are inadequate for our present needs, and I recommend their substitution by four steel frame flat cars of standard construction and fifty tons capacity. With this equipment we will be in position to handle our track work, as well as provide means for moving heavy machinery between points on our rails.

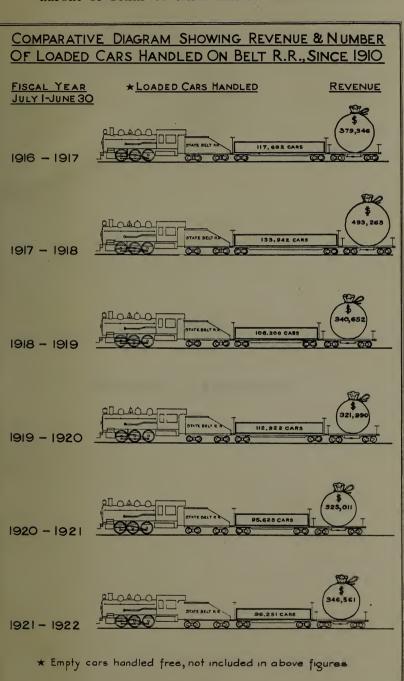
Respectfully submitted.

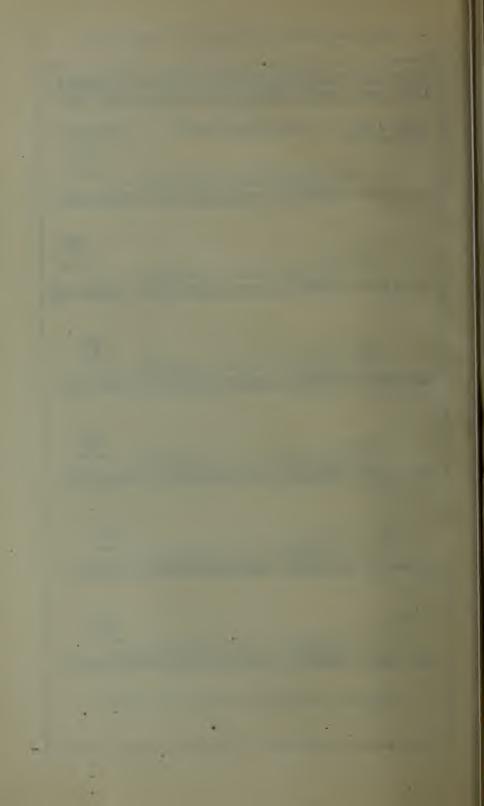
Fred E. Stewart, Superintendent.

# COMPARATIVE DIAGRAM SHOWING REVENUE & NUMBER OF LOADED CARS HANDLED ON BELT R.R., SINCE 1910 FISCAL YEAR \* LOADED CARS HANDLED REVENUE JULY I-JUNE 30 1910 - 1911 1912 - 19131913 - 19141914 - 1915



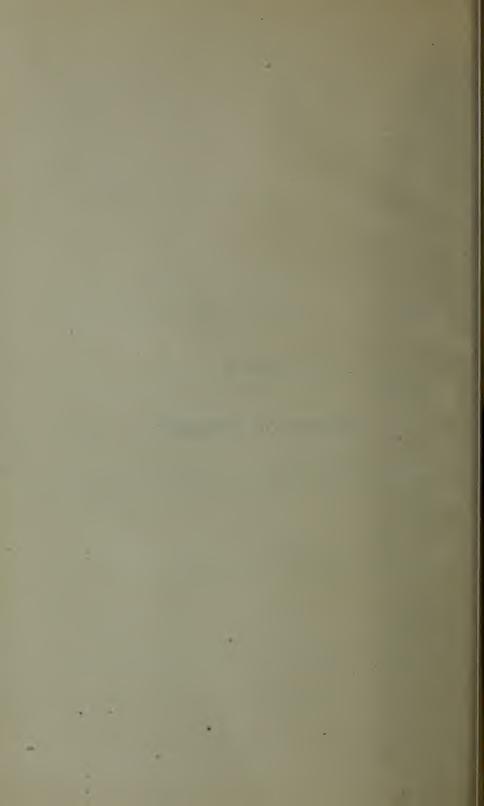
\* Empty cars handled free, not included in above figures.





PART IV.

REPORT OF ATTORNEY.



### REPORT OF ATTORNEY.

To the Honorable,

The Board of State Harbor Commissioners.

GENTLEMEN: My report from July 1, 1920 to July 1, 1922, is as follows:

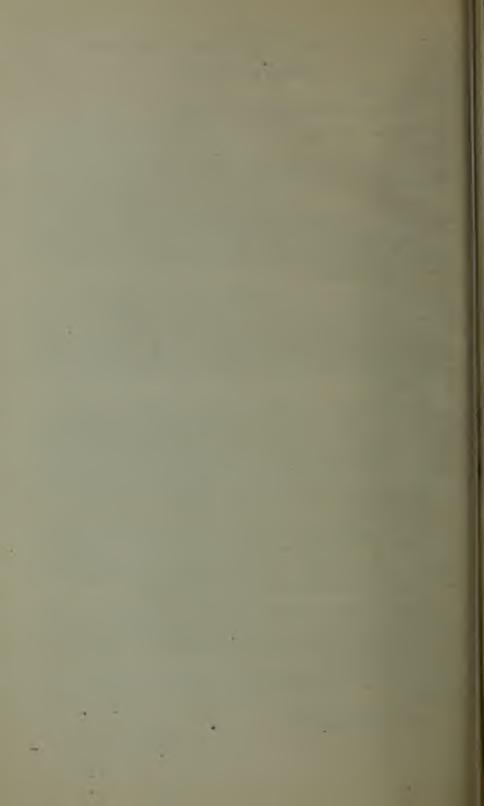
I have drawn for the Board nine contracts which were executed and carried out, involving the sum of \$953,347.50.

The following is the history of litigation during the period mentioned:

- 1. Henry Cowell Lime and Cement Company vs. State of California and members of the Board of State Harbor Commissioners. This is an action involving a portion of land claimed by the Board as the westerly line of The Embarcadero and by the plaintiff as the easterly line of its property. The action is pending before Judge Murasky of the Superior Court. Under submission.
- 2. Leslie Decot vs. J. H. McCallum, Harry H. Cosgriff and Miles Standish, as members of and constituting the Board of State Harbor Commissioners of the State of California. Mandamus proceedings to compel the Board to pay certain dredgermen for certain holidays upon which they did not work, the Board contending that these particular holidays were expressly excluded from those designated by the dredgermen as nonworking holidays. The case was dropped from the court calendar on May 3, 1921.
- 3. The United States of America vs. John H. McCallum, Fred S. Moody and Harry H. Cosgriff, constituting the Board of Harbor Commissioners of the State of California operating the State Belt Railroad. Action brought in the District Court of the United States for the Northern District of California, Southern Division, for the sum of two hundred dollars for violation of Act of Congress known as the "Safety Appliance Act," plaintiff contending that defendants are common carriers engaged in interstate commerce. The action is still pending.
- 4. People of the State of California, ex rel Board of State Harbor Commissioners vs. Southern Pacific Company, before the Railroad Commission of the State of California, involving respective rights of plaintiff and defendant over drawbridge on Channel street. Dismissed without prejudice on April 18, 1922, on the ground that the Railroad Commission had no jurisdiction to decide the moot question involved.
- 5. William Hartigan vs. Board of State Harbor Commissioners. Action brought in the Superior Court for reinstatement of plaintiff to position as switchman, from which position he was suspended on January 26, 1922, after charges filed with Civil Service Commission. Judgment was in favor of defendants.

Different departments under the Board have received almost daily advice and counsel on matters involving jurisdiction, dockage, tolls and demurrage.

Respectfully submitted.



PART V.

REPORT OF SECRETARY.

### REPORT OF SECRETARY.

San Francisco, September 1, 1922.

To the Honorable,

The Board of State Harbor Commissioners.

Gentlemen: I herewith submit my report for the biennial period from July 1, 1920, to June 30, 1922, consisting principally of the financial statements as prepared by the accounting department, outlined in the compendium of financial report which immediately precedes the statements and which needs no further comment.

In addition, and as a part of this report, there is shown a detailed list of all contracts entered into by the Board during the biennial period; also detailed Statements of Exports and Imports, as well as intercoastal cargoes passing through the port of San Francisco, as prepared by this department.

These comprise my report and in presenting it I desire to acknowledge with grateful appreciation, the cooperation and efficient service of all employees of the Secretary's office during the past two years and, most particularly, that of Mr. H. J. Frederick, chief accountant.

Death took from the department during the period, two old and valued employees and in the readjustment that followed, but one man was replaced, and the work has progressed in a thoroughly efficient manner.

Respectfully submitted.

HILDA GOHRMAN,

Secretary.

### COMPENDIUM OF FINANCIAL REPORT.

EXHIBIT A—Comparative Balance Sheet, as of June 30, 1922, and June 30, 1921.

Schedule 1-Fort Mason Tunnel Account.

Schedule 2—Analysis of Property and Equipment, showing comparative value of Real Estate, Piers and Wharves, Buildings, Equipment, etc.

EXHIBIT B-Comparative Statement of Revenue and Expense, as of June 30, 1922, and June 30, 1921.

Schedule 1—Comparative Statement of Operating Revenue and Expense.

Schedule 2-Analysis of Revenue from Operation.

Schedule 3—Analysis of Expense of Operation.

Schedule 4—Comparative Statement of Revenue and Expense of the Belt Railroad, as of June 30, 1922, and June 30, 1921.

The accounts are self-explanatory, but the following resume might be of interest:

Exhibit A shows, in comparative form, the financial condition of the Board of State Harbor Commissioners as of June 30, 1922.

Schedule 1 of Exhibit A, Fort Mason Tunnel Account, shows that there has been realized toward the payment of the cost of the tunnel. between the date of acceptance, October 22, 1914, and June 30, 1922, \$86,654.31, of which \$21,409.03 has been realized during the biennial period. The re-luced amount of the 1922 period from the 1921 period is due to lessening of activities by the War Department.

Schedule 2 is an analysis or inventory of property and equipment under the jurisdiction of the Board of State Harbor Commissioners as of June 30, 1922, an June 30, 1921, showing comparative values of real estate, piers, wharves, bu'llings, equipment, etc., in a sum total of \$23,263,105,19. These figures show the actual cost to the Board to construct or purchase an I do not include the value of any land upon which structures are located with the exception of lands at Isla's Creek an I In its Basin. The appraised value of sea wall lots is \$5,530,743.50 and 50 arees in China Basin and Eentral Basin are appraised at a value of \$1,900,000, which amounts do not appear in the inventory of property.

Exhibit B is a statement in comparative form of revenue and expense and shows a revenue surplus from operation as of June 30, 1922, of \$530,313.03, and of June 30, 1921, of \$660,752.07. The decrease in net revenue as shown by the period ending June 30, 1922, from the 1921 period is evidenced mainly in the "Expense of Operation" section. While general and operating expense was lower the cost of repairs and maintenance was considerably higher, which is detailed in Schedule 3 of this exhibit. In the revenue section the Belt rainal, rentals and tolls show substantial increases while doc are shows a decrease due to the fact that dockare on car ferry boats was charged in the 1921 period, but later a freement with the railroal companies charges were not assessed. In the section of fixed charges additional interest on account increase in amount of Third San Francisco Seawall Bonds outstanding.

Schedule 1 of Exhibit B shows comparison of revenue with offsetting expense by particular location.

Schedule 2—Analysis of Revenue from Operation details the various sources of revenue by particular location.

Schedule 3-Analysis of Expense of Operation details the expense by particular location.

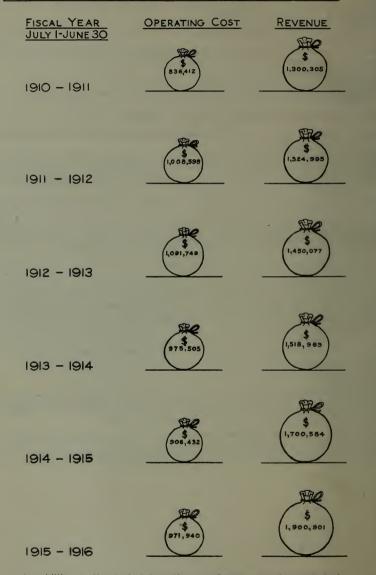
Schedule 4—Comparative Statement of Revenue and Expense of Belt Railroad.

The year just closing shows a decided gain over the period of 1921 due mainly to an increase of rate of local switching from \$3 to \$3.50 per car and to decrease in expense: Maintenance of Equipment and Operating Expense. The Operating Expense section being the more noticeable due to decreased cost of fuel oil and water for locomotives and in Train and Enginemen expense.

Appended is also an auxiliary statement showing the properties acquired during the biennial period, showing an expenditure of \$924,000 during the two years for property and equipment. Of this amount \$92,503.18 was from bond funds, the balance, \$831,496.82, being from operating revenue.

For further information a list of tenants of the Ferry Building is shown, with their monthly rentals.

# COMPARATIVE DIAGRAM SHOWING REVENUE & COST OF OPERATION OF PORT FACILITIES, SINCE 1910



In addition to the Cost of Operation, the Revenue must provide for:—Interest on all Harbor bonds outstanding,
Sinking fund for Harbor bonds outstanding,
Depreciation if of a nature not possible to make good by repairs.

### COMPARATIVE DIAGRAM SHOWING REVENUE & COST OF OPERATION OF PORT FACILITIES, SINCE 1910

FISCAL YEAR JULY 1-JUNE 30	OPERATING COST	REVENUE
1916 – 1917	1,106,194	2,020,523
1917 – 1918	\$ 1,021,747	\$ 2,317,170
1918 – 1919	\$ (1,035,950	\$ 2,175,260
1919 - 1920	1,149,900	\$ 2,330,899
1920 - 1921	1,127,422	\$ 2,389,746
1921 - 1922	\$ 1,184, 812	\$ 2,384,477

In addition to the Cost of Operation, the Revenue must provide for :Interest on all Harbor bonds outstanding,
Sinking fund for Harbor bonde outstanding,
Depreciation if of a nature not possible to make good by repairs.

# BOARD OF STATE HARBOR Comparative Balance Sheet as of

### REVENUE

OPERATING ASSETS	June 3	30, 1922	June	30, 1921
San Francisco Harbor Improvement Fund With State Treasurer. With Anglo and London-Paris National Bank Office Revolving Fund.	\$296,898 99 197,514 63	\$497,413 62	\$166,926 91 211,577 04 3,000 00	\$381,503 9
Accounts recevable Less reserve for doubtful accounts	\$154,303 94 17,794 14	136,509 80	\$198,517 99 17,794 14	180,723 8
Fort Mason Tunnel Account		186,495 07		189,995 3
Inventories— Materials and supplies Work in process. Deferred charges. Prepaid fire insurance.	2,224 93 17,777 28	200,228 05 21,618 39	\$209,890 51 2,253 46 8,802 31	212,143 9 15,399 5
Undistributed expense Totals	3,841 11	\$1,042,264 93	6,597 19	\$979,766 5
			CU	RRENT BONI
Bond Issue Funds Second San Francisco Seawall Fund. Third San Francisco Seawall Fund. India Basin Fund.	\$1.000 00 908 396 43 451 28	\$909,847 71	\$1,000 00 899 61 451 28	\$2,350 8
Sinking FundFor bond maturities	\$58,723 74 257,826 66	316,550 40	\$62.890 42 244,060 00	306,950 4
Totals		\$1,226,398 11		\$309,301 3
Property acquisition current years—	\$22,732,368 04	\$23,268,105 19	\$22,339,649 10	PROPERTY \$22,732,368 0
From revenue accounts From bond accounts	445,336 49 92,503 18		386,160 33 None	
Tage current year losses	\$23,270,207 71 2 102 52		\$22,785.839 43 53 441 39	
Less current year losses	\$23,270,207 71 2,102 52	\$23,268,105 19	53,441 39	\$22,732,368 0
Less current year losses	\$23,270,207 71 2,102 52	\$23,268,105 19	\$22,785.839 43 53,441 39	
Less current year losses	2,102 52	\$23,268,105 19 \$631 45	\$22,785.839 43 53,441 39 \$618 25 89 64 67 70	\$22,732,368 0 TRUST \$707 80

### COMMISSIONERS

EXHIBIT A.

June 30, 1922, and June 30, 1921.

### ACCOUNTS

OFERATING LIABILITIES	June	30, 1922	Jun	e 30, 1921
Accounts payable	\$108,118 60	\$108,118 60	\$100,800 84	\$100,800 84
Deferred credits to revenue	\$116,068 77	116,068 77	\$202,856 76	202,856 76
Revenue surplus  Balance beginning fiscal period  Add adjustment of prior revenue	\$676,108 97 6,487 05	\$818,077 56	\$377.332 02 19,155 21	\$676,108 97
Current revenue surplus, exhibits "B"	\$682,596 02 580,818 03		\$396,487 23 665,782 07	
Less expended for property and equipment	\$1,263,414 05 445,336 49		\$1,062,269 30 386,160 33	
Totals		\$1,042,264 93		\$979,766 57
ACCOUNTS	1			
Accounts payable from bond fundsSecond San Francisco Scawall Fund claims	\$1,000 00	\$1,000 00	\$1,000 00	\$1,000 00
Sinking Fund liabilities	\$58,723 74 257,826 66	316,550 40	\$62,890 42 244,060 00	306,950 42
Current bond funds surplus Balance beginning fiscal period Bonds sold during period	\$1,350 89 1,000,000 00	908,847 71	\$1,350 89 None	1,350 89
Less expended for property and equipment	\$1,001,350 89 92,503 18			
Totals		\$1,226,398 11		\$309,301 31
ACCOUNTS				
Bonded indebtedness San Francisco Seawall Bonds, outstanding, unma-		\$13,024,276 26		\$12,140,109 58
tured Second San Francisco Seawall Bonds outstanding Third San Francisco Seawall Bonds outstanding India Basin Bonds outstanding	\$171,276 26 9,000,000 00 3,000,000 00 853,000 00		\$287,109 58 9,000,000 00 2,000,000 00 853,000 00	
Reserve for depreciation of propertyProperty surplus		900,000 00 9,343,828 93		600,000 00 9,992,258 46
Totals		\$23,268,105 19		\$22,732,368 04
ACCOUNTS				
Trust liabilities Special deposits U. S. Government tax charges	\$612 25 19 20	\$631 45	\$618 25 157 34	\$775 59
Totals		\$631 45		\$775 59

### FORT MASON TUNNEL ACCOUNT-EXHIBIT A. SCHEDULE 1.

Analysis of account showing liquidation to June 30, 1922, of the cost of that section of the Fort Mason Tunnel within
the confines of the Fort Mason Military Reservation in accordance with the agreement between the Board of State Harbor
Commissioners and the United States Government.

### EXCERPTS FROM AGREEMENT REFERRED TO:

Section 3. "That all freight of the United States, or freight originating or incident to any portion of the region to the east or west of Fort Mason passing through the tunnel shall pay, in addition to an equitable track and switching charge, a tunnel charge of \$10 per car."

Section 5. "All tunnel charges shall be applied toward paying the cost of the work \* \* \* including interest at 5 per cent per annum, and as soon as that sum has been paid said charges will cease and thereafter there shall be no further tunnel charges. If unforeseen or unusual conditions or accidents shall at any time make a further charge necessary or equitable it shall be governed by additional regulations of the Secretary of War."

	Cost	Interest Charges	Tunnel Toll Credits	Balance
Cost of that section of the tunnel within the confines of the Fort Mason Military Reservation—per Chief Engineer's figures at date of acceptance, October 22, 1914  June 30, 1915 June 30, 1916 June 30, 1917 June 30, 1918 June 30, 1919 June 30, 1920 June 30, 1921 June 30, 1921 June 30, 1922 Totals		\$9,446 42 13,704 79 13,482 28 13,421 14 12,333 70 10,996 39 10,395 20 9,499 77 \$93,339 69	\$8,500 00 18,155 00 14,705 00 33,970 00 40,340 00 23,020 00 28,304 00 13,000 00 \$179,994 00	\$274.095 80 269.645 59 268.422 87 247.874 01 219.927 71 207.904 10 189.995 30 186.495 07

### BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT A. SCHEDULE 2.

Analysis of property and equipment as of June 30, 1922, and June 30, 1921, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

	Balance	Balance
·	June 30, 1922	June 30, 1921
Real estate purchased→		
El Embarcadero, foot of Harrison street	\$25,000 00 852,548 72	\$25,000 00 852,548 72
Total real estate	\$877,548 72	<b>\$</b> 877, <b>5</b> 48 72
Seawall Lot C—cost of filling	<b>\$</b> 7,732 93	<b>\$</b> 7,732 93
Seawall Lot 21—cost of filling	891 22	891 22
Total seawall lots	\$8,624 15	\$8,624 15
Piers and wharver— Fishermen's wharves and basin	\$129,664 37	<b>\$</b> 128,837 31
Pier No. 43 Pier No. 41	107,078 43 403,258 33	107,078 43 402,560 84
Pier No. 39	565,494 16	561,006 25
Pier No. 37 Pier No. 35	400,706 64 640,174 76	397,047 96 637,052 22
Pier No. 33	586,558 76 610,599 52	579,993 18 610,368 07
Pier No. 29	543,311 41	543,209 46
Pier No. 27	267,590 89 337,392 <b>54</b>	328,319 30 275,347 17
Pier No. 23	118,683 57	91,212 89
Pier No. 21 Pier No. 19	208,726 03 113,833 05	181,255 36 88,177 56
Pier No. 17	303,658 25	303,658 25
Pier No. 15	168,145 77 216,111 52	168,145 77 216,111 52
Pier No. 9	87,902 39	87.902 39
Pier No. 7	195,075 92 187,166 17	195,075 92 153,862 34
Pier No. 3	491,562 04	491,562 04
Pier No. 1	13,266 50 78,538 97	13,209 02
Pier No. 16	78,538 97 244,834 36	78,538 97 244,834 36
Pier No. 18 Pier No. 20	249.879 25	249,879 25 181,933 22
Pier No. 22	181,933 22 120,474 91	119,835 47
Pier No. 24	226,631 64 665,241 25	226,631 64 661,118 60
Pier No. 26 Pier No. 28	453,611 51	451,299 51
Pier Nos. 30 and 32 Pier No. 34	1,275,008 89	1,275,008 89
Pier No. 36	168,853 87 416,323 37	168,090 76 416,323 37
Pier No. 38	363.311 67	363,311 67
Pier No. 40 Pier No. 42	368,884 87 292,333 20	368,884 87 292,333 20
Pier No. 44	221,853 44	221,149 93
Pier No. 46	339,579 99 6.997 00	334,235 43 6.997 00
Berry Street Wharf	45.934 72	45.934 72
Channel Street wharvesChina Basin wharves	33,000 00 31,646 31	33,000 00 31,339 80
Pier No. 54	284.059 95	284,059 95
Sixteenth Street Wharf Central Basin wharves	95,511 28 102,511 00	95,511 28 102,511 <b>00</b>
Islais Street Wharf	166,842 66	166,400 51

### EXHIBIT A. SCHEDULE 2—Continued.

Analysis of property and equipment as of June 30, 1922, and June 30, 1921, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

The same of the same and the same of the s		
	Balance June 30, 1922	Balance June 30, 1921
Piers and wharves—Continued—		
Bullshand Whent Committee D	@16 6E0 40	e16 600 66
Bulkhead Wharf, Seawall Section D	\$16,650 40 14,267 29	\$16,600 66 14,267 29
Bulkhead Wharf, Seawall Section A.	4,200 00	4,200 00
Bulkhead Wharf, Seawall Section 2		
Bulkhead Wharf, Seawall Section 4	32,064 00	32,271 39
Bulkhead Wharf, Seawall Section 5	2,160 00	2,160 00
Bulkhead Wharf, Seawall Section 4  Bulkhead Wharf, Seawall Section 5  Bulkhead Wharf, Seawall Section 6  Bulkhead Wharf, Seawall Section 7  Bulkhead Wharf, Seawall Section 8  Bulkhead Wharf, Seawall Section 8  Bulkhead Wharf, Seawall Section 12  Bulkhead Wharf, Seawall Section 12	36,000 00	36,000 00
Bulkhead Wharf, Seawall Section 8	18,139 80	18,139 80
Bulkhead Wharf, Seawall Sections 11 and 11a	80,743 00	80,743 00
Bulkhead Wharf, Seawall Section 12	103,130 04 5,512 69	103 130 04 5.512 69
Passenger ferry slips—Union Depot	922,960 98	922.837 78
Car ferry slips, Powell street	283.069 60 145,100 44	283.069 60 145.100 44
Car ferry slips, China Basin.	149,100 44	145,100 44
Total piers and wharves	\$14,793,756 59	\$14,644,189 34
n.:14:		
Buildings— Barge office, Seawall Section B.	18,714 20	18.714 20
Miscellaneous Fishermen's Wharf	10,031 87	4,233 42
Booth market, Fishermen's Wharf Free market, Fishermen's Wharf	28,540 79 1,292 42	28,540 79 1,292 42
Borzone market. Fishermen's Wharf	24,469 75	24,469 75
Boat builders' shop, Fishermen's Wharf	11,416 02	11,280 32
Wharfinger's office, Seawall Section 1	150 00 3,147 00	150 00 3,683 92
Miscellaneous sheds, Seawall Section 4 Miscellaneous buildings, Seawall Sections 5 and 6	1,213 81	1,213 81
Union Depot (includes Ferry Building extension, American Express building, etc.)	1,173,942 55 20,433 59	1,178,473 56 20,433 59
Concrete office buildings, Seawall Section 7 Post Office Bu'lding, Seawall Section 8	201,189 29	196,185 85
Southern Pacific Creek Route ticket office	3,032 78	3,032 78
Miscellaneous, Seawall Section 8	540 19 96,783 24	540 19 96,335 14
Wells Fargo Building, Seawall Section 9a Launch offices, Seawall Section 9a United States Naval Training Station Building, Pier 14.	16,876 73	16.876 73
United States Naval Training Station Building, Pier 14	7,707 34	7,707 34
Miscellaneous, Seawall Section 9a Fire House, Seawall Section 9b		14.113 47
Migrellaneous Seawall Section 9h	4.514.59	4,514 59
Miscellaneous, Seawall Section 12. Miscellaneous, Seawall Section 13.		
Miscellaneous, Seawall Section 13	250 00	250 00
Disting Comell I at No. 1		
Miscellaneous Buildings, Seawall Lot No. 4 Office buildings and platform, Seawall Lot No. 5 Shed and platform, Seawall Lot No. 11 Building and platform, Seawall Lot No. 12 Market Building, Seawall Lot No. 16	199 74 4.341 87	199 74 4.341 87
Omce buildings and platform, Seawall Lot No. 5	2,926 30	2,926 30
Building and platform, Seawall Lot No. 12	10,295 64	10,295 64
Market Building, Seawall Lot No. 16	5,476 00 63 33	5,476 00 63 33
Miscellaneous, Seawall Lot No. 17	2,473 49	2,473 49
Total buildings	\$1,664,136 00	\$1,657,818 24
Sewers and pavements— Sewers	\$6,437 97	\$6,437 97
Pavements on the Embarcadero	463,849 92	463,767 85
Pavements on the Embarcadero	137,538 25	132,232 73
Total sewers and pavements	\$607,826 14	\$602,438 55

### EXHIBIT A. SCHEDULE 2-Concluded.

Analysis of property and equipment as of June 30, 1922, and June 30, 1921, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

	Balance	Balance
	June 30, 1922	June 30, 1921
	0 420 00, 1022	0420 00, 1021
Seawalls-		
Section E	\$251 00	\$251 00
Section D	384 48	384 48
Section B Section A Section B Sectio	114,601 18	114,601 18
Section A	85,614 53	85,614 53
Section 1	165,631 40	165,631 40
Section 2	167.504 09	167.504 09
Section 3	235,049 51	235,049 51
Section 4	240,872 01	240,872 01
Section 5	169,893 57	169,893 57 126,779 73
Section 6		109,327 99
		80.000 00
Section 8		111,629 12
Section 8a	86,008 09	86.008 09
Section 9a	383,666 03	383.666 03
Section 9b	317,615 63	317,615 63
Section 9	278.462 29	278.462 29
Section 10	116,414 75	116,414 75
Sections 11 and 11a		85,999 85
Section 12	97.249 95	97,249 95
Section 13	140,238 71	140,238 71
China Pasin	1.383 60	1.383 60
Isla's street	825 38	825 38
Isla's street Rock breakwater, Fishermen's Wharf	110,329 03	110,329 03
Total seawalls	\$3,225,731 92	<b>\$</b> 3,225,731 92
01		
General—	0050 997 59	6740 910 46
Belt Railroad, roundhouse, shops, offices, main line tracks, yards, spurs, tunnels, etc.	\$808,337 03	\$749,210 46
Street lighting Footbridge viaduet to Market street	121,014 72 48,250 10	120,473 26 48,250 10
Islais street vegetable oil plant	126,295 53	126,068 50
Miscellaneous (includes landing floats, pile boom, etc.)	23.811 32	20.008 42
Berry street and China Basin Terminal and Warehouse	252.282 99	15,552 67
berry street and Onina basin Terminar and Warehouse.	202,202 00	10,002 01
Total general	\$1,429,992 19	\$1,079,563 41
	V1,120,002 10	V2,010,000 11
Equipment—		
Ferry Building	\$26,285 29	\$26,137 65
Executive offices	15,997 30	11,782 33
Engineering Department	10,588 50	10,232 98
Purchasing Department	847 69	847 69
Electrical Department	27,629 71	22,175 64
Maintenance and Kepair Department	95,774 03	93,132 31
Piers and wharves	1,802 93	1,729 98
Tugs and Dredgers Department	126,126 14	125,289 22
Belt Railroad	174,039 88	170,985 86
Automobiles	29,032 24	22,999 26
Fire Equipment	71,793 33	71.829 96
Cargo Handling	8,621 78	8,680 76
Vegetable Oil Plant, Islais street \\ Vegetable Oil Barge "Mohican" \rangle	71,950 66	70,630 07
regetable on barge Monican ,		
Total equipment	ecen 400 40	\$636.453 71
rotar equipment.	\$660,489 48	\$000,200 /1
Total property and equipment—Exhibit A	\$23,268,105 19	\$22,732,368 04
	2,200,200	

# BOARD OF STATE HARBOR COMMISSIONERS-EXHIBIT B.

# Comparative statement of revenue and expense for fiscal years ending June 30, 1922, and June 30, 1921.

	Fiscal ye	Fiscal year ending June 30, 1922	0, 1922	Fiscal ye	Fiscal year ending June 30, 1921	30, 1921
Revenue from operation Rentals Dockage Tolis Tolis What feurage What fetrage Bett rationad Bett conductionad	\$1,153,395 78 186,345 41 673,084 72 19,650 97 4,344 58 585 61 346,561 35	\$2,384,477 54		\$1,149,689 47 222,215 57 667,445 77 15,233 93 9,614 81 325,011 50	\$2,389,746 02	
Expense of operation General and operating expense Repairs and manitenance. Net operating revenue	\$615,141 99 569,670 57	1,184,812 56	\$1,199,664 98	\$694,919 01 432,503 35	1,127,422 36	1,262,323 66
Miscellaneous receipts and adjustments. Interest on bank balances. Interest on Fort Mason Tunnel Account. Cash discounts earned and amage charges, etc. Sales of materials, damage charges, etc. Adjustment of materials and supplies inventory.	\$4,884 90 9,499 77 2,873 97 4,632 39 759 00 3,399 04	\$26,049 07		\$3,380 00 10,395 20 1,481 99 16,207 95	\$33,433 82	
Miscellaneous expenditures and adjustments findustrial acodent compensation. Fire insurance. Adjustment of materials and supplies inventory.	\$9,914 64 10,650 28	20,564 92	•	\$11,972 67 10,984 56 139 84	23,097 07	
Net miscellaneous revenue  Total net revenue  Fixed charges			5,484 15 1,205,149 13 624,331 10			\$1,272,660 41 606,878 34
Accrued interest on bonds. San Francisco Seawall Bonds. Second San Francisco Seawall Bonds. Third San Francisco Seawall Bonds. India Basin Bonds.	\$11,600 00 360,000 00 102,777 78 34,120 00	\$508,497 78		\$16,300 00 360,000 00 80,000 00 34,120 00	\$490,420 00	
Bond maturities San Francisco Seawall Bonds.	\$115,833 32	\$115,833 32		\$116,458 34	\$116,458 34	
Current revenue surplus			\$580,818 03			\$665,782 07

### BOARD OF STATE HARBOR COMMISSIONERS. EXHIBIT B. SCHEDULE 1.

Comparative statement of operating revenue and expense for fiscal years ending June 30, 1922, and June 30, 1921.

	1			
	June 3	0 1922	June 30	), 1921
	Revenue	Expense	Revenue	Expense
Sections B, C and D of the seawall Fishermen's Wharf Car ferry slips—Powell street Pier No. 43 Pier No. 43 Pier No. 41	\$25,583 46	\$279 87	\$20,073 88	\$772 94
Fishermen's Wharf	20,537 74	8,836 68	21,633 24	8.985 35
Pier No. 43	37,441 84 5,035 16	1 567 75 7,648 82	34,538 90 10,539 59	525 33 6.020 59
Pier No. 41	39,027 63	4.019 43	42,915 08	5,265 23
Pier No. 39	26.390 97 40 626 66	12,448 37 6,529 76	18,255 54 43,044 01	3 561 72
Pier No. 35	40,673 99	11,664 48	41,949 23	3,868 19 2,591 30
Pier No. 33	28,857 24	2 732 87	32,512 49	637 83
Pier No. 31	27,117 82 37,911 86	1,011 04 1,747 22	27,604 68 39,089 22	653 72 1.405 66
Pier No. 27	11,009 03	18.610 57	8,662 77	4.487 23
Pier No. 25	20.529 06	13,654 33	20,380 99	20,832 37
Pier No. 23	8,913 84 14,956 73	6,405 81 12,010 39	11,307 68 16,186 74	4.154 94 7.183 15
Pier No. 19	14,588 37	13,569 28	18,050 92	4.239 09
Pier No. 17	24.125 12	4,340 59	25.878 64	1,997 65
Pier No. 15 Pier No. 11	21,831 51 25,924 14	1.467 16 2,330 55	22,716 83 22,448 94	6,228 98 3,060 62
Pier No. 9	28,661 55	42,195 81	26,934 58	5,432 49
Pier No. 7	41,421 59 19,616 32	2,327 25 2,013 69	30,214 36 18 314 44	42,320 44
Pier No. 5	36,394 26	1,104 20	36,043 34	4.402 93 650 10
Pier No. 1a		3,947 64		2 252 25
Pier No. 1	16,145 99 49,727 40	1,039 44 8,869 44	16.314 76 48 961 56	2 150 61 7.330 77
Pier No. 16	31,738 80	11.816 87	32,953 32	7.330 77 6.818 85
Pier No. 18	29.867 18	15,609 41	32.014 21	2.873 03
Pier No. 20 Pier No. 22	20,605 20 21,788 45	7,264 11 2,616 43	19,644 03 16,435 23	10,595 71 1,719 57
Pier No. 16. Pier No. 16. Pier No. 18. Pier No. 20. Pier No. 22. Pier No. 24. Pier No. 24.	28,956 00	6,453 33	31.072 02	4,866 79
Pier No. 26	38,733 82	5,147 62	47,680 03	8.022 66
Pier No. 28	33,925 74 60,783 91	3,440 97 5,820 55	28.025 43 77,704 18	3,811 04 3,947 53
Pier No. 32	41,681 95	12,336 20	55.063 81	6,232 75
Pier No. 34_ Pier No. 36 and car ferry slip	24.820 01 36 266 68	3.904 76 12.285 54	28 954 30 31 406 51	583 65
FIEL NO. 90	25 669 24	12,285 54 5,648 83	31 406 51 27 277 43	6,490 51 7,785 99
Pier No. 40	20 238 14	6,651 18	19.152 97	963 13
Pier No. 42	58,550 53	2,172 52 2,568 37	26,905 51 29,649 60	864 85 1.658 03
Pier No. 46	44 292 91 7,768 67	3 761 91	51,756 82	1.055 03
Pier No. 46 Berry Street Wharf	7,768 67		8 962 17	144 90
Third Street Wharf	12,280 96	195 71 10460 90	5 864 03 13,372 44	1 33J 00 4 346 20
China Easin wharves	44 057 69	6,262 77	45 311 28	10 632 26
Pier No. 54. Central Easin wharves and car ferry slip	42 835 66	279 43	33 049 30	319 06
	100 463 55 4 105 70	19,158 32	102 453 91 3 545 25	8 876 56
Islais Street Wharf—outer Islais Street Wharf—inner Islais Street Wharf—inner Ferry Building (Union Depot) and ferry slips Seawall lots and lands FI Embaradera loop	2 440 29	14 422 73	2 066 53	2 184 96
Ferry Building (Union Depot) and formaling	6 172 35 442,638 97	1,375 16	10 326 85	979 75
Seawall lots and lands	412,038 97 174 558 11	195.073 89 4 451 30	422 397 S1 170 603 40	150 040 10 2 047 83
	15.000 00		15 000 00	2011 (6)
Miscellaneous rents	2,991 67	52,874 08	3,978 77	67.000 10
Fog bells and underground system		5 274 56		67,969 19 5 822 32
Be t railroad	346 561 35	280 139 13	325,011 50	342 033 78
Tugs and dredgers Wharfingers and collectors	00	106 045 80 46 742 92	10010110010	110 217 01 48 425 58
Office, administrative and legal Police and fire protection Portable equipment Islais Creek vegetable oil plant Landing floats and pile drivers		84,167 72		48 425 58 102 277 58
Police and fire protection		15 791 94		19.063 72
Islais Creek vegetable oil plant	585 61 509 12	571 40 3,616 50	534 97 11,000 00	\$57 64 2 76
Landing floats and pile drivers	003 12	1,988 56	11,000 00	6 32 59
General		35,988 70	******	22,979 90
Total operating revenue and expense, Exhibit B	\$2,384,477 54	\$1,184,812 56	\$2,389,746 02	\$1,127,422 36

## BOARD OF STATE HARBOR COMMIS Analysis of revenue from operation for fiscal

	To	otal	R	entals
	June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921
Sections B, C and D of the s awall.		\$20,073 88	\$12,589 40	\$10,529 40
Fishermen's Wharf	20,537 74	21,633 24	9,816 24	10 856 24
Car ferry slips—Powell street	37,441 84	34,538 90	420 00	270 00
Pier No. 43 Pier No. 41	5,035 16 39,027 63	10,539 59 42,915 08	1,350 00 14 500 50	1,350 00 16.644 60
Pier No. 39		18 255 54	6.246 40	40 00.
Pier No. 37		43,044 01	15 062 28	15,062 28
Pier No. 35		41,949 23	14,059 80	14 059 80
Pier No. 33		32,512 49	9,877 92	9,877 92
Pier No. 31.		27,694 68 39,089 22	9,257 52 15,907 36	9 257 52 15,889 92
Pier No. 29 Pier No. 27		8,662 77	1,380 00	15,889 92
Pier No. 25	20,529 06	20,380 99	4 272 06	4,833 89
Pier No. 23		11,307 68	1,966 36	2,284 85
Pier No. 21	14,956 73	16 186 74	4,823 33	2 754 12
Pier No. 19		18,050 92	7,080 87	8 352 12
Pier No. 17		25,878 64	11 705 38	12,200 08
Pier No. 15 Pier No. 11		22,716 83 22,448 94	15,243 66 5,649 72	15,498 96 7,044 63
Pier No. 9		26.934 58	13.012 32	13 012 32
Pier No. 7		30,214 36	20,371 44	20,952 62
Pier No. 5	19,616 32	18 314 44	11,206 20	10,758 50 21,222 94
Pier No. 3		36,043 34	21,520 44	21,222 94
Pier No. Ia		10.014.70	4 077 04	4 500 54
Pier No. 1	16,145 99 49,727 40	16,314 76 48,961 56	4,655 04 47,152 20	$\begin{array}{r} 4,592 & 54 \\ 44.632 & 20 \end{array}$
Pier No. 14 Pier No. 16		32.953 32	19,261 32	19,261 32
Pier No. 18		32,014 21	17,082 84	17,082 84
Pier No. 20		19,644 03	11,633 40	10,617 82
Pier No. 22	21,788 45	16,435 23	8,179 68	8,179 68
Pier No. 24	28,956 00	31,072 02	16,292 56	16 204 56
Pier No. 26	38,733 82	47,680 03 28 025 43	12,770 21 8,181 36	12,453 52 8,181 54
Pier No. 30		77.704 18	16,665 24	14.575 80
Pier No. 32		55,063 81	11,494 68	13,584 12
Pier No. 34		28,954 30	8,758 77	11,181 96
Pier No. 34 Pier No. 36 and car ferry slip	36,266 68	31,405 51	4,454 10	4,361 20
Pier No. 38	25,669 24	27,277 43	14,540 88	14,540 88
Pier No. 40	20,238 14	19,152 97 56,555 11	7,397 40 14,591 80	6,945 16 24,778 20
Piers Nos. 42 and 44 Pier No. 46	58,550 53 44,292 91	51,756 82	10,346 20	12.415 44
Berry Street Wharf	7,768 67	8.962 17	4.237 20	5,039 22
Third Street Wharf		5 864 03		1,430 00
Channel Street wharves	12,280 96	13,372 44	2,070 00	5,040 00
Channel Street wharves	44,057 69	45,311 28	12,934 27	12,426 26
Pier No. 54	42 835 66	39,049 30 102,453 91	17,533 32 36,978 18	18.789 02 32,370 02
Central Basin wharves and car ferry s.ip	100,463 55 4.105 70	3,545 25	240 00	240 00
Tulare Street Wharf—outer	2,440 29	2 066 53	210 00	
Islais Street Wharf—outer Islais Street Wharf—inner	6.172 35	10,326 85		
Ferry Building (Union Depot) and terry slip	442,638 97	422 397 81 170,603 40	426,076 35	406,278 79
Seawall lots and lands			174,558 11	170 603 40
El Embarcadero loop		15.000 00 3 978 77	15,000 00 2,991 67	15,000 00 3,978 77
Miscellaneous rents  Portable equipment	2 991 67 585 61	534 97	2,991 07	0,010 11
Relt Railroad	346,561 35	325.011 50		
Belt Railroad	509 12	11.000 00		11,000 00
			A. 480'008 T	01 140 000 17
otal revenue from operation, Exhibit B	\$2,384,477 54	\$2,389,746 02	\$1,153,395 78	\$1,149,689 47

SIONERS EXHIBIT B. SCHEDULE 2. yearsending June 30, 1922, and June 30, 1921.

Doc	kage	T	olls		lemurrage rf storage	Misc	ellaneous
June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921
\$3.701 20 10,721 50	\$2,724 60 10,777 00	\$9,292 86	\$6,819 88				
1,594 50 3,453 30 2,312 70 4,023 75 4,250 50 2,058 35 3,929 45 3,305 85 1,346 05 3,582 45 3,358 65 1,480 75 4,907 80	6,984 25 5,363 85 6,321 45 5,693 65 5,238 45 3,758 90 5,035 45 3,310 75 1,260 65 3 263 45 4,181 25 5,007 25 6,240 85	37,021 84 1,837 42 20,789 45 17,271 04 20,589 76 21,928 21 16,817 83 13,590 16 17,402 83 3,742 78 11,480 27 2,246 88 8,234 17 2,595 45	34,268 90 2,192 34 20,015 72 11,498 34 20,780 34 21,652 0 17 12,781 46 18,190 44 4,159 77 11,243 43 3,706 68 8,084 37 3,457 95	\$253 24 284 38 560 83 950 87 435 48 103 14 340 69 1,295 82 4,540 20 1,194 28 1,341 95 418 48 4 25	\$13 00 890 91 395 75 1,507 74 998 90 125 50 530 25 1,698 11 2,089 85 1,040 22 1,134 90 341 00		
3,937 20 2,161 85 2,616 60 7,541 35 7,804 40 4,965 65 6,774 80	4,523 35 4,057 70 2,479 10 6,805 65 3,724 75 4,525 60 6,723 50	7,744 96 4,426 00 16,278 89- 8,106 88 12,808 15 3,229 87 7,853 72	6,980 39 3,160 17 12,502 76 7,116 61 5,536 99 2,862 89 7,950 55	737 58 - 1,378 93- 1 00 437 60 214 60 245 30	2,174 82 		
6,786 10 2,348 35 3,396 60 4,539 35 3,209 65 3,807 85 2,638 70 2,285 85 5,146 95 3,459 00 3,596 10 1,956 40	7.314 45 4,059 70 4,415 10 4,589 40 3,544 15 2,701 15 3,771 70 7,301 25 4,417 95 5,260 00 3,668 95	4,704 85 220 35 8,757 73 7,473 74 5,418 65 7,786 42 9,809 66 23,507 09 20,402 95 49,658 17 26,520 41	4.407 77 269 66 9.171 90 9.779 22 5,353 81 5,185 38 10,711 01 24,265 41 14,692 69 57,863 38 37,391 49	6 50 323 15 771 25 343 50 2,014 50 215 08 170 67 194 48 1 50 610 76	105 00 562 75 128 25 369 02 384 75 3,659 85 823 25 5 00 419 25		
2,799 80 4,583 60 1,997 95 6,302 71 6,688 15 1,631 60 4,219 80	3,351 65 2,151 75 4,915 85 4,195 55 6,833 97 6,346 05 1,786 45 2,188 40 3,585 35	14,097 09 28,854 83 6,370 51 10,248 99 36,916 99 26,341 28 1,899 87	14.420 69 24.747 56 7.722 20 7.640 39 24,450 36 32,751 08 2,136 50 2,150 63 4,747 09	7 75 157 95 174 25 593 80 739 32 917 28	146 00 98 50 371 87 492 58 244 25 95 00		
5,617 45 3,631 40 11,060 75 1,531 20 631 65 2,649 80	5,862 80 4,473 50 10,303 20 1,415 95 980 60 4,779 25	25,213 52 20,426 35 52,247 72 2,334 50 1,753 39 3,276 55	27,018 60 12,545 68 59,780 69 1,889 30 1,064 43 5,547 60	292 45 1,244 59 176 90 55 25 246 00	3 62 3,241 10 21 50		
		16,562 62	16,119 02			\$585 61 346,561 35 509 12	\$534 97 325,011 50
<b>\$</b> 186,345 41	\$222,215 57	\$673,084 72	\$667,445 77	<b>\$</b> 23,995 55	\$24,848 74	\$347,656 08	\$325,546 47

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT B. SCHEDULE 3. Analysis of expense of operation for fiscal years ending June 30, 1922, and June 30, 1921.

	Totals	als	General and operating expense	al and expense	Repa	Repairs and maintenance
	June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921
Sections B. C and D of the seawall					8157 29	\$692
ishermen's Wharf	-				5,751 46	3,655
Car ferry slips—Powell street					1,495 60	401
Pier No. 43	7,648 82	6,020 59	189 50	574 17	7,459 32	5,446
her No. 41					3,041 45	4,381
Pier No. 39					11,477 08	1,498
Filer No. 6/					10,041,00	3,011
Pior No. 32					9 160 15	390
0.31					470 66	1961
0. 29					1.261 36	006
Pier No. 27					18,076 56	4,016
Pier No. 25					13,214 40	20,101
Pier No. 23					4,371 59	2,400
0. 21					11,588 82	6,473
Pier No. 19					12,332 46	3,303
Pier No. 17					4,245 54	1,942
0. 15					1,419 10	6,209
her No. 11					1,875 78	2,631
Sier No. 9					41,670 46	4,853
Pier No. 7					1,376 92	41,319
ler No. 5.					41 619,1 20,199	4,004
Pier No. 3					724 08	787
Fier No. 1a				1	9,947 04	2,232
0. 1					60 600 0	8,219
71er No. 14 Diam No. 16			484 58	536 94	0,400 40	0,040
0. 10					15 149 52	002.6
FIG. NO. 10 Dion No. 90					6 074 34	10 116
0. 20					9 380 87	1,590
0. 22					5 896 31	4 003
Pior No 96					4 595 80	7 443
28					2,965 52	3.442
					1 200 0	007 0

36 15 76	rD 00	90				) JF.		s0 				Ī	o o				ĽĒ			200	t B	
5,571 3 106 1 5,235 7																				6.832.5		\$432,503 35
11,660 61 3,475 95 11,027 41	5,305 91	1,837 93	2,132 92 3.058 86	00 00010	185 53			-	-	-		-	3,525 64	_	-					1 988 56		\$569,670 57
661 39 477 50 1,254 75					151 88	02 62	272 86			428 99			2.074 53			-	-				2 76	\$694,919 01
675 59 428 81 1,258 13					10 18							- 000	1.748 92	329	704	742	167	791	000		3,559 04	\$615,141 99
6,232 75 583 65 6,490 51													5.822 32									\$1,127,422 36
12,336 20 3,904 76 12,285 54					195 71																	\$1,184,812 56
Pier No. 32. Pier No. 34. Pier No. 38 and car ferry slip.	Pier No. 38 Pier No. 40	Pier No. 42	Pier No. 46.	Berry Street Wharf	Third Street Whart. Channel Street wharves	China Basin Wharf	Pier No. 54	Control Basin wharves and car ferry slip	Islais Street What Inter	ESTAN STICKE WHAT TOUCK	Ferty Dailloing, Childh Debot and ferty Slips	Screens and	Fog bells and underground system	Belt Railroad	Tugs and dredgers.	Wharfingers and collectors	Office, administrative and legal	Foliate and the protection	Portable equipment	Landing floats and pile drivers	Islais Creek vegetable oil plant	Total expense of operation, Exhibit B.

# BOARD OF STATE HARBOR COMMISSIONERS. EXHIBIT B. SCHEDULE 4.

# BELT RAILROAD.

Comparative statement of revenue and expense of Belt Railroad for fiscal years ending June 30, 1922, and June 30, 1921.

# REVENUE

						-
		June 30, 1922			June 30, 1921	
	Revenue	Number of switches	Revenue per switch	Revenue	Number of switches	Revenue per switch
From switching— Local switches at \$3.50 per car. Local switches at \$3.00 per car. Local switches, Islas Creek, at \$1.40 per car.	\$324,591 00	92,740		\$190,175 25 113,235 50 1,132	54,336 37,745 899	
Local switches, Islans Creek, at \$1.20 per ear.  Baggage cars, at \$5.00 per ear.  Passenger cars at \$10.00 per ear.  Empty cars, at \$4.25, \$3.00, \$2.25 per ear.	1,720 00 160 00 3,270 00	344 16 1,348		1,675 00 250 00 4,136 25	335 25 1,752	
Total switching revenue.	\$332,265 20	96,251	\$3.452	\$311,356 40	95,628	\$3.256
From incidentals to switching— Revenue from incidental to above services:  Track rental charges at \$2.50 and \$0.50 per car per day Storage charges \$3.00 per car per day. Storage charges \$3.00 per car per day. Sinday service—charges for use of locomotive and crew in addition to regular switching charges Equipment rentals—box, flat and crane cars.  Miscellancous.	\$4,397 50 4,539 00 1,486 86 3,731 25 141 54			\$3.176 50 5,523 64 1,560 00 3,024 50 370 46		
Total incidental revenue	\$14,296 15		\$0.148	\$13,655 10		\$0.143
Total revenue per Exhibit B	\$346,561 35	96,251	\$3.600	\$325,011 50	95,628	\$3,399

		June 30, 1922			June 30, 1921	
	Cost	Number of switches	Cost per switch	Cost	Number of switches	Cost per switch
aintenance of equipment— Locomotives Flat, box and crane cars. Shop machinery and tools Foreign freight cars. Superintendence	\$27,443 25 1,678 80 1,573 02 231 75 3,733 60			\$32,830 89 1,884 36 1,740 36 863 38 3,745 21		
Total maintenance of equipment	\$34,680 42		\$0.360	\$41,064 20		\$0.429
laintenance of roadway and buildings— Track repairs and renewals Office buildings Shops and roundhouses	\$49,906 88 302 06 2,920 24			\$54,327 18 75 77 2,954 05		
Total maintenance of readway and buildings	\$53,129 18		\$0.552	\$57,357 00		\$0.600
perating expense— Cleaning yards and cars Cleaning yards and cars Cleaning vared and cars  Yardmasters and yard clerks Train and cuginemen Engine to unit compiles Five and water for iccomotives Locomotive supplies and expense Clearing wreeks.	\$98 89 316 39 13,071 88 100,646 55 13,757 77 49,943 53 2,387 85			\$143 02 615 99 13,764 25 121,012 43 14,033 32 72,411 89 2,983 44 740 76		
Total operating expense	\$180,457 53	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$1.875	\$225,765 10	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$2,361
eddent compensation	\$5,857 05		\$0.061	\$5,273 42	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$0.055
dministrative and general.	\$11.872 00		\$0.123	\$17,847 48	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$0.186
Total expense, Exhibit B, Schedule 4	\$285,996 18	96,251	\$2.971	\$347,307 20	95,628	\$3.631
Net operating revenue.	\$60,565 17	96,251	\$0.629			
Net operating deficit.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		\$22,295 70	95,628	\$0.232

### DETAIL OF PROPERTY ACQUIRED, FISCAL YEARS 1920-1921 AND 1921-1922.

	Fiscal year ending June 30, 1922	Fiscal year ending June 30, 1921	Total two years
FROM REVENUE FUNDS		0 000, 1021	, , , ,
Piers and wharves—			
Fishermen's wharves and basin.	\$827 06	\$18,557 20	\$19,384 26
Pier No. 41 Pier No. 39	697 49 4,487 91		697 49 4,487 91
Pier No. 37	3,658 68		3 658 68
Pier No. 35	3.122 54 6,565 58	466 11	3,122 54
Pier No. 33 Pier No. 31 Pier No. 29 Pier No. 29	231 45	64 54	7,031 69 295 99
Pier No. 29	101 95	347 53	449 48
Pier No. 25	62,045 37	49,194 60 43,700 42	49,194 60 105,745 79
Pier No. 23	27,470 68	198 37	27,669 05
Pier No. 19	27.470 67 25,655 49	198 38 3,628 19	27,669 05 29,283 68
Pier No. 21 Pier No. 21 Pier No. 19 Pier No. 17 Pier No. 9 Pier No. 5		306 69	306 69
Pier No. 5	33,303 83	58 08 47,102 93	58 08 80,406 76
rier No. 1	57 48	18 34	75 82
Pier No. 20	639 44	69,685 73	69,685 73 639 44
Pier No. 26.	4,122 65	1,098 83	5,221 48
Pier No. 28	2.312 00	278 97 3,105 46	2,590 97 3,105 46
Pier No. 22 Pier No. 26 Pier No. 28 Pier No. 32 Pier No. 32	763 11	34 85	797 96
Pier No. 38.		836 91	836 91
Pier No. 44 Pier No. 46	5 344 56	2,202 95	2,906 46 5,344 56
China Basin wharves Islais Strect Wharf Bulkhead Wharf Section D	306 51	5,555 90 7,586 75	5,862 41
Bulkhead Wharf Section D	442 15 49 74	7,586 75	8,028 90 559 89
Passenger ferry slips, Union Depot	123 20		123 20
Total piers and wharves	\$210,503 05	\$254,737 88	\$465,240 93
Buildings	\$11,385 69	\$15,609 32	\$26,995 01
Sewers and pavements	\$5,387 59	\$3,382 19	\$8,769 78
General—			
Belt Railroad, structures and roadway	\$109,127 07	\$14,715 46 6,289 44	\$123,842 53 6,830 90
Islais Street vegetable oil plant	227 03	16,460 29	16 607 99
St-eet lighting Islais Street vegetable oil plant Pile boom, Islais Creek Berry Street and China Basin Terminal	541 46 227 03 3.802 90 144,227 14	15,552 67	3,802 90 159,779 81
Total general	\$257,925 60	\$53,017 86	\$310,943 46
Equipment	\$26,138 29	\$63,921 08	\$90,059 37
FROM POND FUNDS			
China Basin and Berry Street Terminal	\$92,503 18		\$92,503 18
Total	\$603,843 40	\$390,668 33	\$994,511 73
Deduct—			
Transferred from other accounts (constructed under one contract			
covering several locations)— From Pier No. 27			
From Section 4 207 39	-		
From Section 4.         207 39           From Section 4, buildings.         536 92           From Union Depot.         4,531 01			
From Pier No. 20. \$2.848 00 From Equipment 1,660 00	\$66,003 73	\$4,508 00	
Total deduction.			\$70,511 73
	AFOR 000 07	6200,100,00	
Total property and equipment acquired	\$537,839-67	\$386,160 33	\$924,000 00

### MONTHLY INCOME FROM UNION DEPOT AND FERRY BUILDING AS OF JULY 1, 1922.

Tenant	Amount
American Railway Express Company	\$500 00
Badaracco, Chas.	30 00
Bernhard and Behrens.	100 00
Brown News Company	15 00
Butler and Son, F. W.	550 00
California Development Bcard	600 00
California Safety Locker Company (average)	23 62
Cohen and Figone	407 67
Firry Bakerite Company	800 00 15 00
	4.000 00
Foster and Orear	125 00
Gordon, I.	205 00
Green and Company, Robert (newsstands)	215 00
Green and Company, Robt. (drug stand-average)	159 32
Monticello Steamship Company.	115 00
Morgenthau Nanette	20 00
McPartland and Reich	825 00
Nicholas, J. J.	50 00
Northwestern Pacific Railway Company	6,063 57
Pacific Telephone and Telegraph Company	794 06
Postal Telegraph and Cable Company	80 00
Presta and Adieco	77 50
Pullman Company	150 00
Richardson, J. A.	200 00
San Francisco Board of Education	25 00
San Francisco and Oakland Terminal Railway	2,858 29
San Francisco and Sacramento Railway Company	63 36
San Francisco Transfer Company	75 00
Southern Pacific Company	7,667 72
Southern Pacific Company, Slip No. 9 (average)	249 75
Spring Valley Water Company	60 00
State Board of Prison Directors	100 00
State Department of Agriculture	182 50
Taying Company of California	900 00
Taxicab Company of California	100 00 75 00
Travelers Aid Society.	10 00 10 00
Union Transfer Company	250 30
United States Department of Agriculture	50 00
United States Department of Forestry	1.000 00
United States Post Office	3,499 60
Van Nov Interstate Company	500 00
Western Pacific Railroad Company	1,618 20
Western Union Telegraph Company	85 00
Total	\$35,490 46
	\$00,400 40

MONTHLY AND TERM INCOMES FROM LEASES OF SEAWALL LOTS WHICH WERE EXECUTED PRIOR TO JULY 1, 1922.

Lot	Lessee and term	Monthly ren	tal	Total for five-year period	Total for term of lease
15 and portions of 14	Southern Pacific Company, 25 years from August 1, 1901	\$8	500 00	\$30,000 00	\$150,000 00
16	P. J. Moliterno, 25 years from May 1, 1909 _{	2d 5 years, 3d 5 years, 4th 5 years,	101 00 105 00 110 00 115 00 120 00	6,060 00 6,300 00 6,600 00 6,900 00 7,200 00	33,060 00
23	Southern Pacific Company, 25 years from October 1, 1900	2d 5 years, 1, 3d 5 years, 1, 4th 5 years, 1,	3990 00 325 00 271 90 422 80 552 14	\$59,400 00 79,500 00 76,314 00 85,368 00 93,128 40	33,223
	Amended October 23, 1919; effective October 1, 1919		-		\$393,710 40
24, subd. A	Associated Oil Company, 25 years from October 1, 1909	2d 5 years, 3d 5 years, 4th 5 years.	214 00 245 00 275 00 306 00 337 00	\$12,840 00 14,700 00 16,500 00 18,360 00 20,220 00	
	Assigned to W. R. Grace and Company, Cc-tober 31, 1918.		-		82,620 00
24, subd. B	Southern Pacific Company, 25 years from Cetober 1, 1909	2d 5 years, 1, 3d 5 years, 1, 4th 5 years, 1,	3750 00 ,000 00 ,125 00 ,250 00 ,375 00	\$45,000 00 60,000 00 67,500 00 75,000 00 82,500 00	
В	pany, November 10, 1919.	Jin o years, 1,	,570 00	32,300 00	330,000 00
d	Crescent Lumber Company (assigned to San Francisco Lumber Company), 25 years from April 1, 1910	2d 5 years, 3d 5 years, 4th 5 years,	\$225 00 230 00 235 00 240 00 245 00	\$13,500 00 13,800 00 14,100 00 14,400 00 14,700 00	
		1st 5 years, \$1		\$64,999 80	70,500 00
7	Western Pacific Railway Company, 25 years from July 1, 1910	2d 5 years, 1 3d 5 years, 1 4th 5 years, 1	,151 04 ,218 75 ,286 46 ,354 17	69,062 40 73,125 00 77,187 60 81,250 20	
		1st 5 years, \$1		\$80,783 40	365,625 00
22, subd. A	Western Pacific Railway Company, 25 years from August 1, 1910	2d 5 years, 1 3d 5 years, 1 4th 5 years, 1	,430 54 ,514 69 ,598 84 ,682 98	85,832 40 90,881 40 95,930 40 100,978 80	454,406 40
22, subd. B	Western Pacific Railway Company, 22 years and 7 months from January 1, 1913	2 yr., 7 mo., 1st 5 years, 2d 5 years, 3d 5 years, 4th 5 years,	\$240 09 264 66 270 23 295 79 311 36	\$7,721 79 15,879 60 16,213 80 17,747 40 18,681 60	
19	Atchison, Topeka and Santa Fe Railway Com- pany, 15 years from August 1, 1914		\$170 60	\$10;236 00	76,244 19 \$30,708 00
25	W. R. Grace and Company, 20 years from May 17, 1917		\$318 05	\$19,083 00	\$76,332 00
$egin{array}{c}  ext{Portion} \  ext{of }  ext{C} \end{array}  ight)$	Shell Company of California, 25 years from September 15, 1917	į .	\$339 06 389 92 448 41 515 65 592 99	\$20,343 60 23,395 20 26,904 60 30,939 00 35,579 40	
-					137,161 80

## MONTHLY AND TERM INCOMES FROM LEASES OF SEAWALL LOTS WHICH WERE EXECUTED PRICE TO JULY 1, 1922—Concluded.

Lot	Lessee and term	Monthly rental	Total for five-year period	Total for term of lease
21	Toyo Kisen Kaisha, 5 years from January 1, 1918.	<b>\$150 00</b>	\$9,000 00	\$9,000 (0
Portion of 4	Purity Spring Water Company, 15 years from January 31, 1918.	1st 5 years, \$50 00 2d 5 years, 55 00 3d 5 years, 60 50	\$3,000 00 3,300 00 3,630 00	9.930 00
Islais Creek	H. W. Peabody and Company, 10 years from September 18, 1919	1st 5 years, \$62 50 2d 5 years, 75 00	\$3,750 00 4.500 00	8,250 00
Islais Creek	Balfour, Guthrie and Company, 10 years from September 18, 1919.	1st 5 years, \$62 50 2d 5 years, 75 00	\$3,750 00 4,500 00	8,250 00
Islais Creek	Willits and Patterson, 10 years from September 18, 1919	1st 5 years, \$125 00 2d 5 years, 150 00	\$7,500 00 9,000 00	16,500 00
Islais Creek	Hind, Rolph and Company, 10 years from September 18, 1919.	1st 5 years, \$62 50 2d 5 years, 75 00	\$3.750 00 4,500 00	8,250 00
Islais Creek	S. L. Jones and Company, 10 years from September 18, 1919	1st 5 years, \$62 50 2d 5 years, 75 00	\$3.750 00 4,500 00	8,250 00
	Total			\$2,268,797 70

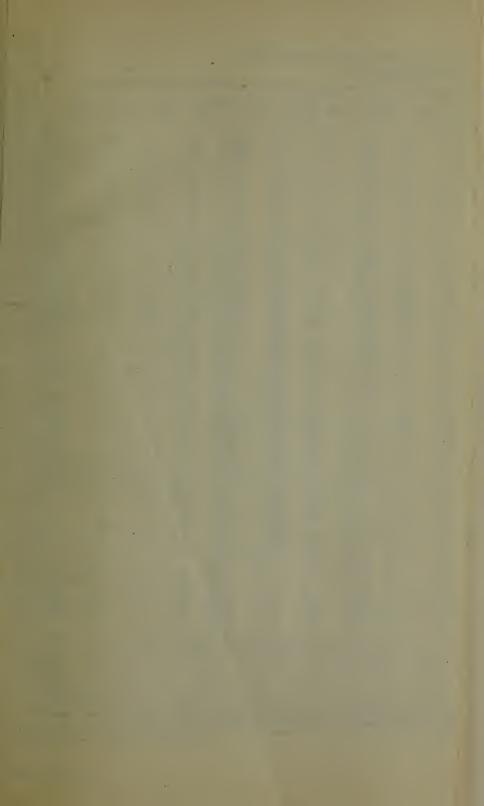
CONTRACT WORK UNDER WAY AT DATE OF LAST BIENNIAL REPORT AND SINCE COMPLETED.

	Date of Completion	Dec. 2, 1920	Dec. 9, 1920	Nov. 26, 1920
	Total	н	\$44,581 93	\$38,858 64 845,461 84
COMIT LEGIST.	Date	Mar. 4, 1920 May 5, 1920 May 5, 1920 July 8, 1920 July 8, 1920 Sept. 1, 1920 Oct. 7, 1920 Oct. 2, 1920 Dec. 2, 1920 Jan. 20, 1921 Jan. 20, 1921	Apr. 8, 1920 June 8, 1920 July 8, 1920 Aug. 2, 1920 Sept. 7, 1920 Oct. 7, 1920 Jan. 13, 1921 Jan. 20, 1921	Aug. 5, 1920 Sept. 7, 1920 Oct. 7, 1920 Nov. 26, 1920 Nov. 26, 1921 Jan. 20, 1921
THE WINE CALL	Payments	\$5.328 45 3.5528 45 8.888 08- M 4.714 35 51 7.114 60 5.502 05 2.072 17 9.867 17 9.867 17 9.867 17 9.867 17 9.867 18 9.867 17 9.867 18 9.867 19 9.867 19	\$6,097 93 A 871 13 Juli 161 51 51 51 51 51 51 51 51 51 51 51 51 51	\$3.314 93 A 10.939 25 B 6.298 36 O 12.265 22 N 13.049 75 July 11.049 75 July 11.049 84 July 1262
THE THE PART WHEN	Contract	\$39,470 00 Extras 5,114 93	\$14,584 93 \$38,717 00 Extras 141 64	\$38.858 64 \$44.199 00 Extras 1,262 84 \$45,461 84
THE THE PARTY OF T	Description	Furnishing materials and constructing bulkhead wharf in front of Pier I No. 5, connecting existing bulkhead wharves at Piers 3 and 5.	Furnishing materials and constructing bulkhead wharf in front of Pier 27 connecting existing bulkhead wharves at Piers 25 and 29 and constructing creosoft piles connecting wharf between Piers 25 and 27.	Furnishing materials and constructing extension to Pier 20. Extras.
	Date of Contract	Jan. 8, 1920	Feb. 27, 1920	May 26, 1920
	Contractors	Healy-Tibbitts Construction Co.	Healy-Tibbitts Construction Co.	Healy-Tibbitts Construction Co.
ı	No.	337	938	340

WORK CONTRACTED FOR AND COMPLETED WITHIN BIENNIAL PERIOD

Date of Completion	Feb. 24, 1921	Mar. 31, 1921	Feb. 10, 1921	June 15, 1922	
Total		\$30,149 80	\$3,767 00	\$7,753 52	\$30,844 93
Date	Nov. 4, 1920 Doc. 2, 1920 Jan. 6, 1921 Feb. 3, 1921 Feb. 24, 1921 Mar. 31, 1921	Mar. 31, 1921 May 5, 1921	Dec. 2, 1920 Feb. 3, 1921 Feb. 10, 1921 Feb. 17, 1921 Mar. 17, 1921	Jan. 19, 1922 Feb. 16, 1922 Apr. 20, 1922 Apr. 20, 1922 July 6, 1922 July 20, 1922	
Payments	\$2,227 43 7,725 98 6,682 98 1,786 62 1,781 94 7,424 75	\$2.825 25 1 941 75 1	\$1,745 52 1 1,539 33 16 2,309 16 1 294 84 1 1,864 67	\$6,442 38 3 2,761 02 3 5,681 36 1 5,061 87 7 166 93 7	
Contract	\$29,699 00 Extras 450 80	\$30,149 80 \$3,767 00	\$3,767 00 7,458 68 7,458 68 Extras 294 84	87.753 52 830,678 00 Extras 166 93	\$30,844 93
Description	Furnishing materials and constructing bulkhead wharf building for Pier 27.	Furnishing and installing steel rolling or wooden lift doors in bulkhead	Furnishing material and paving portions of the Embarcadero along Sections 6 and 7 of the Seawall.	Furnishing materials and constructing bulkhead wharf building for Pier 5.	
Date of Contract	Aug. 28, 1920	Oct. 7, 1920	Nov. 12, 1920	Oct. 24, 1921	
Contractors	Louis J. Cohen.	342 J. Edward Ogden Co., Inc.	Raisch Improvement Co.	Hannah Bros	
No.	341	342	343	345	

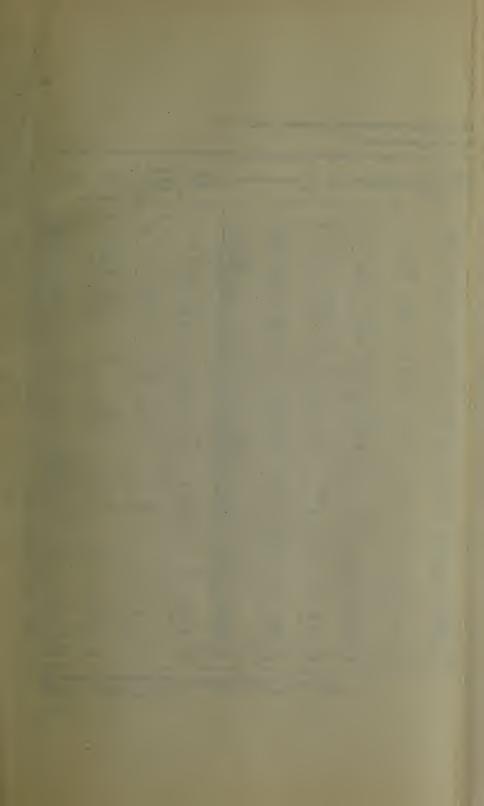
WORK CONTRACTED FOR AND NOT COMPLETED WITHIN BIENNIAL TERM 1026



# PORT OF SAN FRANCISCO—COMPILATION OF CARGO TONNAGE FOR FISCAL YEAR, JULY 1, 1921, TO JUNE 30, 1922. EXPORTS—FISCAL YEAR, JULY 1, 1921, TO JUNE 30, 1922.

									1							
	Total	Alaska	Asia, all others	Canada	Central America	China, Chosen and Hongkong	Conti- nental Europe	East Indics	Hawaiian Islands	India	Japan	Oceania	Philippine Islands	Scandi- navian countries	South America	United Kingdom
AsphaltAutos, 3,000 lbs. per vehicle	24,202		53	2,427 21	299 51	6,099	30	520 128	7,335 2,995	1,984 5	2,733 99	1,656 304	921 26	4	119	25 11
Auto suppues.	2,202			7	36 1,162	84		182	1,270 9,272	51	241 266	198	125 95		8	
Canned goods	415,970 2,126			50		268	50,646		2,118			0	95	23,090		331,115
Cement	32,400	1:		38	5,020 3,244	25 662	1,195	102	25,973 8,482	4	1,050 335	56 63	20 180	952	543 271	
Chemicals	15,571 33,765	28		7,194	1,797	3,046	55	605	8,636	25	9,866	1,657	711	21	78	42
Coal and coke	6,889 2,245	150		164	3,940 188	5 56	581	1	2,585 277		59	81	201 137	613	63	
Cordage	522	24 70		. 6	62	5	1	32	336		4	18	4		10	
Cetton, manufactures Cetton, raw	5,402 18,757	36	2	122	583	416 3,092	32		2,542	14	176 15,665	1,107	323		11	6
Dairy products	15,132	155	13 17	88 6	154 1,699	1,836	64	1,973	5,924 267	237	693	204 17	2.876		521	374
Explosives Foodstuffs	3,316 12,063	139		208	709	556	1 137	62	6,872	16	615	615	13 390	52	1,281 153	521
Fertilizer	_ 21.103			360 221	4,190 1,445	376			11,439 603		4,552 18	232	179		. 6	
Fiber, manufactured Fire brick, tile, clay, etc.	2,756 10,914	35	1	564	2,704	13 60	29	212	6,208	30	564	203	112 135		103	125
rish, canned	_ 14.839	13	35	51 17	837 13,985	793 258	549	1,794	1,764 4,549	140	137 2,622	2,136 1,303	1,128	25	430	5,007
Fruit, canned	31,807 57,479	241 66		947	175	436	290 4,223	1,050	3,918	300	274	332	239	494	1,299	7,164
Fruit, fresh and dried	70,720	34	741	6,408	573 125	1,345 966	26,191	317 11	6,980 821	92	2,018 423	3,474	1,265	2,580	294	44,759 18,408
Glass and manufactures Hay, feed, etc.	2,752 26,442	82		31	115	39	448	7	24,086	1	1,307	50	43 253		2 3	20
Iron and steel	31,568	53 60	187 113	64 88	638 603	5,015 809	58	137 391	4,925 6.810	5 226	19,996 1,055	91 566	397 521		- 2	
Iron and steel, miscellaneous manufactures. Nails	11,350 2,451	102	93	00	211	190		391	1,397	10	367	60	22	1	- 3	46
Pipe and fittings.	9,232 1,976	307	1	7 50	407 69	147		1	7,192 684		771 801	25 3	362 356	3	9	
Railroad track material Tinplate	23,019	6,341	1	3	40	3			16,066		560	5	300			
Wire and manufactures	3,415	55 18	26	108	302 71	358	5	74	2,124	2 7	180	64	114		3 20	1.450
Lead Leather and manufactures	4,258 3,779		54	70	48	16 565	1	41 16	391 859	í	2,039 1,843	46 36	145 264		1 20	21
Lumber	90,832	1,080 79	1,184	27 166	7,352 552	205	348	350	19,142	161	20.387	30,373	100		5,624	4,499
Machinery Malt and hops	11,823		146	422	118	869 172 72	14 547	289	5,103 176	164 100	1,897 473	1,310 255	642 351	1	525 31 206	1,406
Meat and products	11,413	265	2	46 135	1,557	72	1,334	15	6,536	7	203	106	469		206 14	59 38
Merchandice Metals, not otherwise specified	13.052 2.379	43 1	18	24	356 108	435 751	32	35 25	9,341 336	15	1,309 1,006	670 24	262 96	3	1 2	1
Oil-ruel at 8 lbs. per gallon	28,327	1		8,168	248	1,618	2		8,505		5,536	3,309			24 72	916 11,324
Gasoline at 6.6 lbs. per gallon Illuminating at 6.8 lbs. per gallon	34,824 26,363	500 109		698	1,833 1,603	164 20,258			1,709 3,014		80	17,472 909	772 452		_ 14	11,029
Lubricating and grease at 7.2 lbs. per gallon	31,490	106	312	629	1,262	6,156	11	1,575	8,682	2,847	2,080	6,507	1,087		236	
*Vegetable and not otherwise specified Paint	1,227 6,023	15 41	5 4	32 165	490 507	75 150		136	286 3 952	145	166 310	25 219	110 298		96	
Paper	19,950	10	651	131	1,390	3,921	104	1,388	6,984	104	1,873	2,300	923 27	1	157 112	13
Paraffin Rice	1,411 99,851	13		4,630	55 2,057	704 10	7,211		17, <b>7</b> 39		357 62,351	104 554	351	1,576	3,354	5
Roofing	8.594 3.547	6	123	1 30	187	2,119 89	30	96	2,420	499	1,859 234	1,214 700	39 403		31 116	72
Salt	29,430	1,713	3	24,162	155 10	53	30	106 10	1,578 1,974	19	234	1,157	95		1	
Shooks Soan	5,309	2,657	110		442	346	25 68		1.405		77 29	153	122		94 37	15
SoapSugar and manufactures	3,838 8,849	11 153	2 2	94 429	785 158	71 142	237	7 2	2,538 5,405		488	59 75	1.758			
Tobacco and manufactures Unclassified	4,286 44,864	7 220	143	1	1	1,945 2,959	11,197	443	1,343	89	28 1,863	1,983	353 768	32	499	1,547
regetables	23,827	305	25 7	317 393	7,110 9,909	2,959	375	772 39	15,483 11,268	10	1,863	315	449		113 45	192 1,008
Vegetables, canned	9,376	120	47	391	295	622	319 393	235	4,287 1,441	108	496	822 172	567 56	14	105	612
Zinc	11,239 274	370	60	46 20	359 82	305 40	393	55 1	1,441	73	7,191 35	3	5		5	
Sub-total	1,460,681	15,906	4,419	60,569	84,463	72,138	107,816	13,323	326,472	7,509	182,064	85,694	22,114	29,465	16,968	431,761
Bulk oil—Fuel	556,874	18,480		182,894	44,850	56,291			99,853		48,659		77,955		10,080	17,812
	209,809	528		3,141	44,000	206,140			33,033							59,210
Lubricating	59,210 59,380	8,089		7,742					6,929							36,620
Bulk oil total	885,273	27,097		193,777	44,850	262,431			106,782		48,659		77,955		10,080	113,642
Grand total							107.016	10.00		7.500		85,694	100,069	29,465	27,048	545,403
orang sotal	2,345,954	43,003	4,419	254,346	129,313	334,569	107,816	13,323	433,254	7,509	230,723	00,004				

Note.—Figures are net weights in tons of 2,000 pounds.
7 lbs. per gallon.



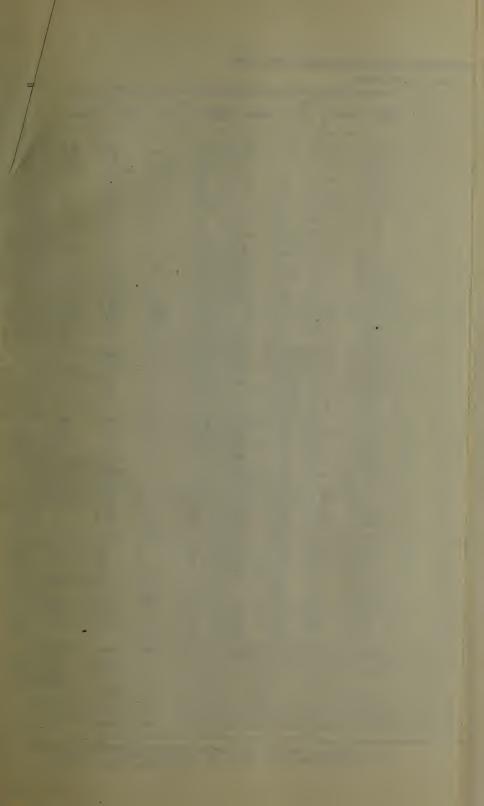
# PORT OF SAN FRANCISCO—COMPILATION OF CARGO TONNAGE FOR FISCAL YEAR, JULY 1, 1921, TO JUNE 30, 1922, IMPORTS-FISCAL YEAR, JULY 1, 1921, TO JUNE 30, 1922.

	Total	Alaska	Asia, all others	Canada	Central America	China, Chosen and Hongkong	Continental Europe	East Indies	Hawaiian Islands	India	Japan	Oceania	Philippine Islands	Scandi- navian countries	South America	United Kingdom
Bananas Burlap Chalk, sand, stone, etc.	4,120 19,647 4.685					12 54	1 2,431		4,120	19,634	167	9		58		1,966
Coal and coke	27,989 136,827 5,551		7,821	26 1,128	52	1,134 376 1	2,856 1,061 7	320	24	108	868 21,275	51,345 34	449	1	20,205 3,182	2,663 53,372 1,595
Coconut meat and copra Coffee Cotton manufactures Eggs and albumen	82,286 72,924 1,957 1,884		589 634	4	37,632	84 364 1,751	271	2,912 5,251	2,303	127	707 1,250	28,812 3 88	49,719 183 4		26,092	34 65 44
Fiber, manufactured Fiber, unmanufactured	9,687 13,239 5,466			266	533	293 133 50	2,143 31	19	26	1,930 12,798 1,903	73 49	2	11 3,169	591	3,787	71 215
Fish Flour Furs and skins Class and manufactures*	37,348 3,578 1,767 4,382	33,027 41	3 1	113 3,474 70 11	292 31	513 46 82 123	517 19 4.206		330		2,207 33 2 21	1,463		318	15 18 47	13 7 1
GumsHidesHoney	543 4,168 748				14 1 45	69	112	208	785 702	190		9 194			3,119 1	10
Iron and steel Kapok Lumber Matting	27,772 2,773 21,833 274		2	20,733	25 41 21	10 8 31	23,460	2,183	63	12	11  242	7 115	536 952	1,189	1 2	3,003
Meat and products	7,867 7,207 19,644	2		53 2,751	1,368	1,989 240	58 299	4	131 1,242 19,644	85 1	11 184	1,290 2	221	1 5	4,011 1,087	14 24
Nuts Oil, cake Oil, Chinese nut Oil, Coconut	10,270 13,359 2,756 40,457		2,070	20	1	4,704 1,241 2,756 62	217	235	1,489		1,703 1,626	2,149 613	6,085		1,370	
Oil, Linseed	13,560 375 54,222	9	5	2 5	50,948	318	482 374 1,810	33			34 1 423	79	561		5	13,044 29 200
Ores and minerals**  Paraffin Paper manufactures and paper stock Pineapple, canned	4,331 1,038 33,618 96,551			22,571	273	107 297	7,469	53 961 16	96,551	43	120 681	44	37	1,557	3,565	220 944
Pineapple, fresh	719 9,808 360 5,003			1	235	7,924	461	50 242 54	719 619 9 58		518 89 756	326		A	200	18 219
Silk, raw and manufactured	3,389 1,684 597,338		113	2	13,897	2,602 598 283 216	669 63 26 5	924	12 540,606	93	2,719 213 4		42,608	1		. 129 1
Tapioca	2,085 4,785 4,144 304		50		44	342 831 58 55	1 2 114	1,692 949 897	1,200	233 45	2,389	41	179	1	76	47 305 1,731
Vegetables	30,580 7,503 28,904	199	17 275	1,021 2,892	770 981 6,493	3,140 1,607 3,667	8,232 456 209	460 5 234	2,667 107 2 41	165 12 1	3,084 3,541 8,288 17	1,016 544 907	5,833 5,896	355	1,826 146	1,795 104 25 381
Wool and manufactures Totals	9,208	33,278	11,588	55,148	114,415	8,736 46,910	58,110	17,703	673,600	37,382	53,331	89,158	156,821	4,096	68,780	82,197

Note.—Figures are net weights in tons of 2,000 pounds. \*Since January, 1922. \*\*Since February, 1922.

Note.—Compilation of above and statistics following for 1921-22 takes no accout of coastwise and inland waterway cargo. This will add:

| Coastwise | 1921-22 takes no accout of coastwise | 1921-22 takes no accout



# PORT OF SAN FRANCISCO COMPILATION OF CARGO TONNAGE FOR FISCAL YEAR, JULY 1, 1920, TO JUNE 30, 1921. EXPORTS—FISCAL YEAR, JULY 1, 1920, TO JUNE 30, 1921.

Machinery 13,449 70 - 1.56 82 532 1.021 45 496 5,585 110 1,980 788 1,431 87 1,138 28 Mait and pope 5 5,118 34 506 343 1153 324 128 132 7 1.639 3514 1,225 1336 87 1,138 28 Mait and products 3,000 233 33 28 343 65 231 32 1,843 11 105 50 240 33 302 25 Mait and products 4,259 61 13 8 214 2231 19 40 2,965 13 213 228 283 136 6 50 240 13 80 225 Mait and products 4,259 61 13 8 214 2231 19 40 2,965 13 213 228 285 136 50 50 240 13 80 225 Mait and products 4,259 61 13 8 8 214 2231 19 40 2,965 13 213 228 285 136 50 220 Mait and products 4,259 61 13 8 8 214 2231 19 40 2,965 13 213 228 285 136 50 20 25 Mait and products 4,259 61 13 8 8 214 2231 19 40 2,965 13 213 228 285 136 50 20 25 Mait and products 4,259 61 13 8 214 2231 19 40 2,965 13 213 228 285 136 50 240 13 10 10 10 10 10 10 10 10 10 10 10 10 10		Total	Alaska	Asia, a'l others	Canada	Central America	China, Chosen and Hongkong	Continental Europe	East Indies	Hawaiian Islands	India	Japan	Oceania	Philippine Islands	Scandi- navian countries	South America	United Kingdom
Manuselphole	Aut 8, 3,000 lbs. per vehicle			236 783	917 29	90	1,803 321	6	231 343	5,532 2,390			1,348	312	31	83	
Quad exclass		2,868		17	13	49	415	6 197	114	1,404	45	117		364			6
Company   Comp		223,545			15	35 45	101	.,	27		18	10			19,173		162,236
Chamber   Cham	Coment	39,314	1	10		6,296	177	1	38			15	558	103	1,505		
Coll and clocks  20,500  20,50		2,381		13	3	326			43	884	3		45	45		46	4
Color Seminature	Cosl and coke	28,575		144	6,232	1,045				3.302	582	9,780	1,112		87	406	76
Come margarered  24.10  27.72  27.72  27.72  27.72  27.72  27.73  27.74  27.72  27.72  27.72  27.73  27.74  27.72  27.73  27.74  27.72  27.73  27.74  27.73  27.74  27.72  27.73  27.74	Coffee .	3,053	270	860		84		285		145		31	111		581	18	274
Color product			47	19	54		26 101		14		3	24	25	28		34	
Ducy products	Cott n. raw.	27,722	*	15			1,886			908	2	25 479	365			52	10
Federieff	Dairy products	8.617	137	744				17		2,635	171	285	93	1,321		567	1,092
Freihrer 19 2, 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.71 51/ 5	1,284	151	24				301			104	100	18	158		315	
Freieric edite day etc	Fertilizer	24.796	101		171		22		111		134		293	330 187	1,142	131	709
Formal Color	Fiber manufactured.	2,631					13		26	737			95	63			
Fine de 11.895 27.03 1.821 1.604 13.152 1.445 1.805 1.432 3.092 600 2.500 1.111 1.124 1.852 2.906 4.745 1.775 1.004 2.005 1.432 3.092 600 2.500 1.111 1.124 1.852 2.906 4.745 1.004 2.005 1.005 2.005	re brick, tile, clay, etc.			305			502	607	664		010	48	65				0.000
Polit cannol   11.603   309   218   1.657   1.775   9.166   2205   31   98   1.77   1.75   9.166   2705   31.605   31.605   17.8   43.60   17.8   43.8   1.219   1.259   22.9   23.9   1.259	F ur	41,895	2,703	1,821	1,604	13.152	1,445	1,805	1,432				1 411	3,419			2,238 4,745
Gléss and manufactures.    10,000   1	Fruit. canned	41,663	59	218	1,687	1,778	9,166	263	614	690	305	214	347	434	1.528	190	24,170
150   150	Glass and manufactures	29,226	32	998	1,737	522 151		8,716	54	3,896	178		1,219	1,373	2,852	229	6.135
the and steel, miscelineous manufactures   14,74   57   72   26,63   85   1,213   15,181   2   3,606   7,335   773   15,060   670   44,81   597   10 m and steel, miscelineous manufactures   12,73   45   223   241   141   418   2.952   485   5,306   091   1,190   145   284   135   1	Hay, feed, etc.		64	0		181	1		30		0	44	14	1.626	1 09	1 1	295
Substitute	Iron and steel	81,709	72					2		7,335	773		676	4,484			
Timplate			53			413 286	2,996		498		91						
Timplate	Pipe and fittings	12,737	45	219	102	273	862	38	479	4.577	97	4.770	147	1.025			
Ware and manufactures         10,267         10         39         216         452         1,246         39         2,024         20         5,619         171         311         120           Leab         4,454         14         32         23         4         7         8         8         13         32         34         7         9         24         11         12         2         34         7         12         14         13         12         2         34         7         13         14         15         7         15         8         33         33         4,846         304         15         34         566         52         532         10,211         15         44         66         5,585         10         15,48         14,48         141         15         7,275         80           Mact and products         3,009         233         33         28         434         65         321         123         182         7         1,639         35         1,225         51         13         8         214         231         32         1,825         13         33         302         25         1         30	naiiroad track material	12,762		1		542			1,067	3,101		6,353		1,313		. 250	
Lead	Timplate	25,810		15		58	5,928					2,649	171				
Earther	Lead.	4.943					7		99	2,024		5,019 4 467	10	142		. 120	
Machinery 13,449 70 - 1.56 82 532 1.021 45 496 5,585 110 1,980 788 1,431 87 1,138 28 Mat and products 3,000 233 33 28 343 66 231 32 1,843 1 105 30 240 33 302 25 Mat and products 4,250 61 13 8 2,14 231 19 40 2,965 13 213 228 288 136 5 20 10 10 10 10 10 10 10 10 10 10 10 10 10	Leather	2,314	1	32	33	41				347	5	1,544	13	114			
Mait and borge		46,172	1,398	683	329								18,448	1,481	07	7,276	599
Mershandise 4,250 61 13 8 244 231 10 40 2,965 13 213 288 136 50 8 Mershandise 4,250 61 13 8 2,270 5 6 15 403 137 20 508 1 9965 12 203 1 9 0 508 1 9965 12 203 1 9 0 508 1 9965 12 203 1 9 0 508 1 9965 12 203 1 10,370 508 10,370 54 593 3,907 158 7,473 110 10,476 12 10,	Mait and bops	5.118	10		506	343	153	324	128		7		354	1,431		126	87
Metals, not otherwise specified.  2,279  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  146,076  840  147,076  146,076	Meat and products	3,609		33		343	65	231	32	1,843	1	105	95	240	33	302	25
Oil—Fuel at S lbs, per gallon.         146,076         544         160         74,787         21,119         3,460         150         7,655         40         9,427         8,852         8,971         10,576	Metals not otherwise engisted	4,259	61	13	8		231	19		2,965	13			136	1		8
Sasoine at 6.6   Ds. per gallon   45,655   10,370   54   593   3,907   158   0,462   490   17,928   981   1,742   150   110			840	160	74.787				190		40		8.852		1		
Paper	Gasoline at 6.6 lbs. per gallon	45,685	10,370	54	593	3,907	158			9,462		490	17,928	981		1,742	
Paper	Lubricating and greece at 7.2 lbs, per gallen		1,515	1.000		4,733			007		2 100					425 346	
Paper	Vegetable and not otherwise specified		3	1,000	23			1			3,190	413	25,165	284		_ 34	
Framm. 548		6.317	53			421			268	1,909	114	889	1.023	796			
Block   State   Stat	Paraffin		2	489	111		2,462	4	1,204	4,907	158	724			11	270	
Robber and manufactures	Rice		9		2.130		53	5.655	1.761	9,183		79	624				1,108
Salt administeries 2,440		4,816	6		46	91	739		120	1,162	246	845	1,106	293			10
Sacks 6.274 1,466 563 35 627 867 28 753 1,764 42 140 24 22 25 25 24 25 25 25 25 25 25 25 25 25 25 25 25 25	Salt.	2,240 19,323	1 837	25 10	11 486	103	87		52	904	76		527	57		. 18	
Sub-total   Sub-total   Sub-total   Table		6,274	1,406		35	627	867	28	753				140	24		. 25	
Tobacco	Sugar and manufactures	3,317	6	3	90		129	2	15	1,356		35	71	1 345	115		92
Vegetables         34,131         2,001         2,868         161         32,999         1,000         2,485         304         9,148         112         1,735         3         142         1,535         50         7         222         15         45         15         20,310         508         181         29,7         500         411         39         80         475         188         311         388         425         161         60         403         403         404         444         60         125         32         260         463         621         29         1,155         3         311         388         425         161         60         403           Mood and manufactures         4,445         60         125         32         260         463         621         29         1,155         3         311         389         455         115         115         312           Jub         4,445         60         125         32         244         462         24         3,44         7,704         171,070         95,584         65,735         33,320         55,641         234,057           Bulk oil total         530,794         16,265	Tobacco	4,648 2,388	102				127 957	243		1,818	5	170	21	470			
Vegetabler canned 29,310 508 181 297 12,613 184 2.642 14 1.535 17 369 411 39 80 475 138 311 368 425 161 60 403 Wood and manufactures 4,445 60 125 332 269 463 621 29 1,155 3 3 639 85 1155 1122 Tine 546 2 44 62 29 44 62 29 34 4 62 29 1,155 3 3 629 202 110 3 3 290 202 110 3 3 290 202 110 3 3 290 202 110 2 3 290 202 202 202 202 202 202 202 202 202	Unclassified.	34,131	2,601	2,869	756		1,065		364	9,743	117	3,039				877	1,841
Wood and transference         4,445 box         60 125 332 269 463 621 29 1,155 3 2269 463 621 29 1,155 3 296 202 110 3 3         88 128 357 560 12 357 369		26,310	508		297	12,673	184			7,355	3		1,527	340 425	161	60	403
Sub-total. 1,363,978 36,560 16,898 107,077 101,316 140,345 31,078 17,385 249,518 7,794 171,670 95,584 65,735 33,320 55,641 234,057  Bulk oil -Puel. 1536,547 16,655 138,286 16,648 43,928 281,871 9,106 23,443 4,079 10,353 18,622	Wood and manufact				357	500	411	39 691		1 155	138	637	369	85			1
Sub-total.         1,363,075         36,560         16,898         107,077         101,316         140,345         31,078         17,885         249,518         7,794         171,670         95,584         65,735         33,320         56,641         234,037           Bulk call Flyel         530,794         16,265         138,286         16,648         43,928         281,871         23,443         40.79         10,353         10,353         10,502         10,502         10,502         10,502         10,502         10,502         10,502         10,502         10,502         10,503         10,502	Zine	546	00	123	2	44	62	021	20	34		290	202	110		. 3	
Bulk oil — Fuel 5.305,978 16,265 138,286 16,648 43,928 24,789 13,170 24,771 10,256 18,622 (Gasolipe 66,582 4,420 9,430 24,789 13,170 4,079 4,517 20,609 18,622 (Bulk-oil total 772,545 20,685 147,716 16,648 211,989 295,041 9,196 23,443 4,079 4,517 20,609 18,622 (Gasolipe 66,582 4,420 147,716 16,648 211,989 295,041 9,196 23,443 4,079 4,517 20,609 18,622 (Gasolipe 66,582 4,420 147,716 16,648 211,989 295,041 9,196 23,443 4,079 4,517 20,609 18,622 (Gasolipe 66,582 4,420 147,716 16,648 211,989 147,716 16,648 211,989 147,716 15,000 193,113 95,584 69,814 37,637 76,250 252,679							440.045	04.050	45.005	040 510	7.704	171.670	95.584	65,735	33,320	55,641	234,057
Sacratic		1,363,978	36,560	16,898	107,077	101,316	140,345	31,078	17,385	249,518	1,194			1	-	10.352	
156,547	Duk oil—Fuel		16,265	1	138,286	16,648	43,928			281,871		23,443		4 070		10,300	
Bulk-oil total 772.545 20.685 147,716 16,648 211,989 295,041 9,196 23,443 4079 4,517 20,609 18,622	Lubricating	156,547					143,272				9,196					10 950	
Bulk-oil total 772.545 20.685 147,716 16,648 211,989 295,041 9,196 23,443 4.079 4.517 20,699 18,622	Gasoline		4 420		9 430		24.789			13,170				-)	4,517		
(12.945) 20.855   147,715   15,945   211,959   252,679   15,945	Rull-oil 4-4-2										0.106	23 443		4,079	4,517	20,609	18,622
C- 1		772,545	20,685		147,716	16,648	211,989			<b></b>		=	05.504	60 814	37 637	76,250	252,679
	Grand total	2,136,523	57,245	16,898	254,793	117,964	352,334	31,078	17,385	544,559	16,990	193,113	95,584	05,814	01,001	1	

Note. Figures are net weights in tons of 2,000 pounds.  $^{\circ}7~\rm{lbs.}~per~gallon.$ 

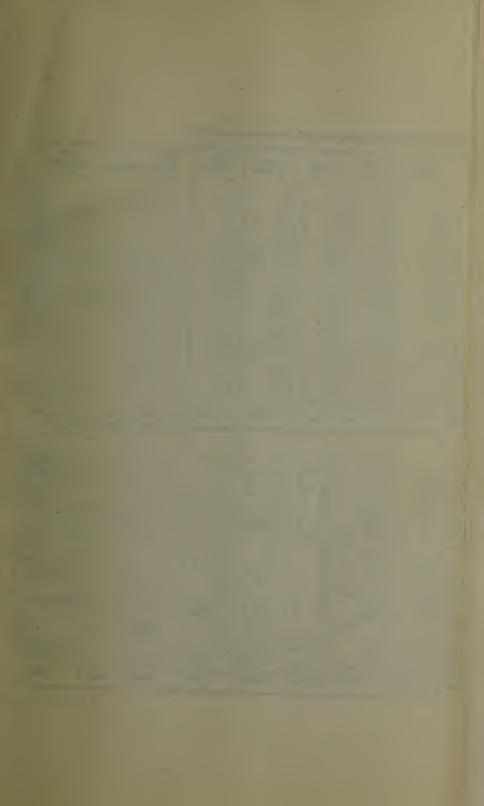
Note.—Compilation of above and statistics following for 1920-21 takes no account of coastwise and in land waterway cargo. This will add:

Coastwise, 1920-21 1, 234,451
Inland waterway, 1920-21 3,951,006

# PORT OF SAN FRANCISCO—COMPILATION OF CARGO TONNAGE FOR FISCAL YEAR JULY 1, 1920-JUNE 30, 1921. IMPORTS—FOR THE FISCAL YEAR JULY 1, 1920, TO JUNE 30, 1921.

Baranas																	
Birth		Total	Alaska	all	Canada		Chosen	nental		Hawaiian Islands	India	Japan	Oceania	Philippine Islands	navian		United Kingdom
Birth	Renenas	4.052															
Chairmand, stone, etc.	Burlap	21.762					107			4,053				1.			
Common	Chalk, sand, stone, etc.	25,979					101	21,879			21,655						
Communication   Communicatio	Chemicals.	52,651		4,376	3,769	1,968		1,087	1	26	226	12 470					3,539
Common   St. 297	Cocos	23,308	5,472		920		500	1			330		11 091	25	50	21,280	4,139
College and the college of the colle	Coconut meat and copra	82,397	1	1.073	1	1,342		11					14			2 164	3,107
Color ansubstrated   2,07	Coffee				13	55,760				1 715	29	101	55,696	13,505		5	
Egg and aburnern   1241	Cordage.	- 2 2					1		0,010	1,713		181	224			8,174	136
Fertimen   12,411	Eggs and albumen	2,047				1		149		ī	7	1.175		90	2		76
Fiber   manufactured   155,314   228,586   4   68   765   1   7   7   50   2   10   11   10   13   15   16   10   10   10   10   10   10   10	Fertilizer	12,431		1.986	654	321	1	105									
Figure   15,003   1,200   1,000   1,	Fiber, manufactured	_ 55,314		29,836	4				7	18		1,876				1,062	105
Four and skine			10.020					1	6,666								60
For and skine			12,230			135		235		74		1,539	1,001		320	У	89
Gaeoline   70,629	Furs and skins	2,559				5		5				110					0.5
Hidestand   1,000	Gasoline.							1		52	1	60	2,259			62	2
Honey							26		149		405	15	348				
Inn and steel				281		41						26	5,438			1.392	
Mapping   Mapp	Iron and steel	33,451		540	5.506	3.974	442	996		467							
Mating									511	( )	i	69		810	200	1,729	19,173
Mest and products				90	2,268	466	55	10		49	1	785		184	473		
Metals, not otherwise specified   12,306   303   \$ 1,447   4,764   97   1,459   31   3,563   2   2   299   200   13,198   146   463   247   236   241   245   245   241   245   241   245   241   245   245   241   245   241   245   24	Meat and products			10				10			76	467					
Molasses	Metals, not otherwise specified	12,306			8	1.447							3,563	2	2 (		23
Oil. cake   12.53												807	179	14		3,089	16
Oil, Chinese nut         1.246         6.023         628         7.246         23,00         4,009         2.211         2,609         7.423           Oil, Inseed         723         628         53         35,276         32         7,565         17,152         468           Oil, peanut         2,544         1,062         1,062         1,483         202         202         468           Oil, vegetable and not otherwise specified         30,779         4457         1,050         17,738         5,784         1,098         563         12         8         951         41         1,587         16         1,451         14           Paraffin         302         28         2,471         245         64         463         247         35         298         5,704           Pineapple, canned         90,482         36         2,471         245         64         463         247         35         298         5,704           Rice         10,509         1,233         17         13,198         1145         1,139         1,319         1,319         1,319         1,319         1,319         1,319         1,319         1,319         1,319         1,319         1,319				110	91			146				5,026	5.086				1
Oil, linesed   723   628	Oil, Chinese nut			3,107		16			23,167		4,509	2,211		2,609		7,423	
Oil, peant	Oil, coconut			628					35 976				7.505	17 150			
Oil, 1992	Uil, linseed						53		00,210				7,000	17,152			169
Oil, regetable and not otherwise specified. 30,779   457   1,059   17,738   5,784   1,008   563   12   8   951   441   1,557   16   1,451   14   14   1,557   16   1,451   14   14   1,557   16   1,451   14   14   1,557   16   1,451   14   14   1,557   16   1,451   14   14   1,557   16   1,451   14   14   14   1,557   16   1,451   14   14   14   14   14   14   14				4 001								1,482					400
Parel manufactures and paper stock   0,663   362   2471   245   64   364   363   247   35   298   5,704     Pineapple, canned   90,482	Oil, vegetable and not otherwise specified				1.059	17 738		1,000									
Fineapple, canned	Parattin	392		28	1,000	11,100	0,101	1,056		12	8	951	41	1,587	16	1,451	14
Principle   Prin	Pincapple capped			36	2,471		245	64				247	35		298		5.704
Rice Rubber 4 $6.99$ 1 $6.209$ 1 $6$	Pineapple, fresh									90,482							
Rubber   4,679	Rice	16,509		629			13 109		145			1 220					
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Rubber			1,833	17			1		1,198	229		309			1	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Silk, raw and manufactured			454		49	430		-,001	36		874			139	2,333	123
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	opices			272		70											
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$								21		F10 F40	62			07.442	4		114
Tin. 6,123 390 444 1,475 753 566 2,775 21 611 Tobacco 1,133 1,772 1,571 3 263 51 25 80 757 1 1 11 Tobacco 1,133 1,772 1,133 263 51 25 80 757 1 11 Tobacco 1,133 1,772 1,772 1,571 3 263 51 25 80 757 1 11 Tuckssified. 46,604 164 1,283 6,653 552 5,495 8,128 837 2,593 250 8,619 3,090 2,115 2,255 2,020 2,640 Vegetables 11,515 253 375 149 1,600 101 6,855 85 1,175 88 87 1,175 88 87 3,175 88 87 1,175 88 1,17				247		21,000				310,349	51		1,490	27,440	*		
Totassied	Tin					44	1,475		753		56	2,775	21				
16.694   164   1.283   6.653   559   5.465   8.128   837   2.593   250   8.619   3.090   2.115   2.255   2.290   2.640	Tobacco		3	1,772		40			263		51	25	806				
Vegetables         11.515         253         375         149         1,000         101         6,855         85         1,758         87         217         35           Wood and manufactures         14,729         98         1,514         2,558         2,234         79         5         162         8         3,595         545         3,897         33         1           Totals         10,671         10,671         267			164	1 283	6.653				22	2 #02	950	0.610	2 000		2 255	2 020	
Totals 14,729 98 1,514 2,558 2,234 79 5 162 8 3,595 545 3,897 33 1 267 Totals	Vegetables	11,515		253			1,600				200			2,113	2,200		
Totals 15,394	Wool and manufactures						2,234			162	8	3,595	545	3,897	33	1	
Totals		15,394		1 ] -		3	3,855	64		82	5	346	10,671				267
01121 20,000 113,120 01,000 01,000 001,000 001,000 17,112 110,000 14,112 7,000 00.001	Totals.	1,590,512	17.869	57 124	20 558	170 749	04.420	04.540	107.067	657 220	50,690	74 712	113 956	74 779	4.309	52.517	42.087
		1		07,121	20,000	110,148	04,408	34,340	107,507	001,020	00,000	12,112	110,000	12,112	1,00%	1	

Note-Figures are net weights in tons of 2,000 lbs.



October, 1920, to June 30, 1921.	Total	From New York	From Baltimore	From Philadelphia	From Boston	From New Orleans	From Jacksonville	From Savannah	From Norfolk	From Mobile	From Portland, Me.	From Texas City	From Galveston	From Newport News
Canned goods. Coal and coke. Cordage. Drugs and chemicals. Dry goods. Electrical goods. Foodstuffs. Hardware and plumbers' supplies Iron and steel.	273 28,737 875 6,657 3,757 1,572 5,630 24,799 54,035	106 89 663 4,378 1,453 734 2,940 14,307 31,975	167 550 14 695 1,068 11 614 4,478 4,156	2,300 51 1,065 293 739 1,572 4,267 13,116	109 353 608 83 360 1,189	2 106 186 2,509	511	1 172	25,798 30 43 91 5 38 42	5 72 319 1.195	23			
Iron and steel miscellaneous manufacturesLard and lard substitutesLinoleumMachineryMiscellaneous merchandiseMails	3,984 276 396 7,612 10,962 373 4,402 224 3,627	2,046 175 3,377 5,766 250 3,582	1,699 2,885 92 133 80	221 1,726 1,076 25 663	211 477 1,062 6 24	276 15 134			317 1	27	1 11			
Paint Paper and manufactures. Pipe and fittings Resin. Sulphur Timplate Tobacco Wire and manufactures. Unclassified.	3,027 6,425 24,669 1,139 8,124 9,886 1,852 16,514 74,154	2,800 2,870 9,777 6 5,870 862 14,630 17,970	358 308 6,331 2,766 31 202 39,364	301 1,005 1,205 	121 1,511 359 	12 804 855 1,120 192 34 4,270		218 187	47 43 	5,975 91 77	676	7,004		
Totals	300,854	127,626	66,639	34,640	10,087	10,659	511	779	33,362	8,331	1,216	7,004		
July 1, 1921, to June 30, 1922.  Canned goods. Cad and coke. Cardage. Drugs and chemicals. Dry goods. Electrical goods. Foodstuffs Hardware and plumbers' supplies. Iron and steel. Iron and steel miseellaneous manufactures.	3,359 20,389 1,304 19,482 11,666 7,115 10,197 23,034 73,185 21,496	969 13,112 6,133 4,452 4,934 10,358 32,608 6,570	410 1,673 44 2,825 342 441 501 4,915 16,692 4,602	1,167 1,917 122 2,348 993 1,809 3,162 5,805 15,929 4,963	68 819 2,246 404 669 1,258 445 657	989 1,279 41 143 283 9 822 323 4,603 4,378	122 112 14	751 	14,520 25 169 762 20 1 60 102	30 34 61 146 76 242 2,736 147	303 5 10 13 9			1,000
Lard and lard substitutes. Linoleum. Machinery. Missellaneous merchandise. Vaila. Öil, lubricating. Ovsters.	2,463 4,617 8,107 11,797 20,254 7,331	596 2,074 4,871 6,943 12,800 4,099	344 57 773 757 3,440 75	25 2,486 1,461 2,029 129 3,140	760 1,678 347 17	238 153 1,366	41	79	1 33 	34 2,131	1 91			
Outers Paint Paper and manufactures Tipe and fittings Resin Sulphur Tundate	984 4,962 21,159 51,177 4,010 7,795	3,409 9,936 13,580	302 242 583 13,963	949 2,766 7,446	317 5,127 256	250 35 167 2,508 1,574	47	911	10 68	91 11,684 1,525	2,419 1,693	6,500	1,235	
Tobacco	53,350 6,093 35,133 82,288	3,050 1,608 28,475 25,507	49,817 228 2,196 14,641	261 114 2,638 17,410	1,071 5,653	1,072 513 11,281	34 1,023	1,522	1,362 1,827 19,009	1,706 129 2,063 23,068	77 1,361 5,993	6,500	1.235	1,000
Totals	512,747	196 604	119,865	79,069	21,796	33,519	1,393	0,090	10,009	20,000	0,000	-,,,,,		



## INTERCOASTAL -FROM SAN FRANCISCO, FOR PERIOD OCTOBER 1, 1920, TO JUNE 30, 1921, AND FISCAL YEAR JULY 1, 1921, TO JUNE 30, 1922.

October 1, 1920, to June 30, 1921.	Total	To New York	To Baltimore	To Philadelphia	To Boston	To New Orlcans	To Jacksonville	To Savannah	To Norfolk	To Mobile	To Portland, Me.	To Houston	To Galveston	To Charleston
Reans. Canned goods. Fish, canned. Fruit, canned. Fruit, fresh and dried. Hay and feed.	4,457 10,080 8,039 38,509 4,951 694	2,613 5,683 3,887 19,871 3,435 644	209 267 273 3,945 352	61 2,352 2,162 8,473 510	1,350 1,212 1,652 5,828 584 50	185 65 85 37	21	65	230 . 81 . 33	153 86	50			
Hides. Lumber and manufactures. Milk powdered, dried, etc.	3,466 894 36,733	1,002 822 273	146 22	2,292 49 36,460	68 26	1								
Rice	587 6,995 181	548 4,206 91 8,871	516 46 1,579	1,301 3,614	36 972 1,598	44 159	1.699							
Vegetables, canned	17,899 9,427 111,884	2,991 62,229	1,579 67 14,180	265 20 556	6,104 5,231	261	1,699	303 1,240	76 976	45				
Totals	254,864	124,166	· 21,602	78,098	24,711	837	1,933	1,787	1,396	284	50			
July 1, 1921, to June 30, 1922.														
BeansCanned goodsCelite	22,733 31,025 5,705	7,082 10,570 2,891	274 2,933 146	1,429 7,064 2,006	8,239 1,540 662	2,783 1,862	38 82	1,634	251 1,611	737 684	1,233 2,086	519 652	97 251	51 56
Fish, canned Fruit, canned Fruit, fresh and dried	11,586 73,643 33,877	5,700 38,426 26,971	626 4,624 240	1,876 13,863 1,643	2,050 10,456 3,608	3,080 37	56 35	16 28 16	22 1,344 547	259 694 129	218 608 188	92 257 408	75 12	115 132 43
Hay and feed	5,221 5,247 2,741 2,382	4,074 1,660 2,423 2,134	340 106	97 234 41 33	641 3,247 275 132	2	23				69			
Oil, lubricatingRice	35,007 601 1,809	57 431 1,749	5 36	34,940	5	170								
Tallow	31,637 31,404	23,313 7,351	534 881	3,105 4,955	2,478 18,217	1,218	62	22	115	254	240	197		99
Unclassified	85,718	34,791	21,851	21,307	4,335	1,630	82	249	501	245	17	552	57	101
Totals	380,336	169,623	32,596	92,617	55,885	11,394	378	2,025	4,391	3,002	4,659	2,677	492	597

### I. T. IMPORTS-FISCAL YEARS, JULY 1, 1920, TO JUNE 30, 1921, AND JULY 1, 1921, TO JUNE 30, 1922.

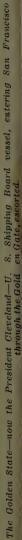
	Total	Canada	Central America	China	Continental Europe	East Indies	India	Japan	Oceania	Philippine Islands	Scandinavian countries	South America	United Kingdom
1920-1921	21,131	52	780	5,323	59	508	252	4,027	7,510	666	572	1,280	102
	35,847	1,979	975	7,391	951	7,370	163	6,450	6,375	1,165	880	1,510	638

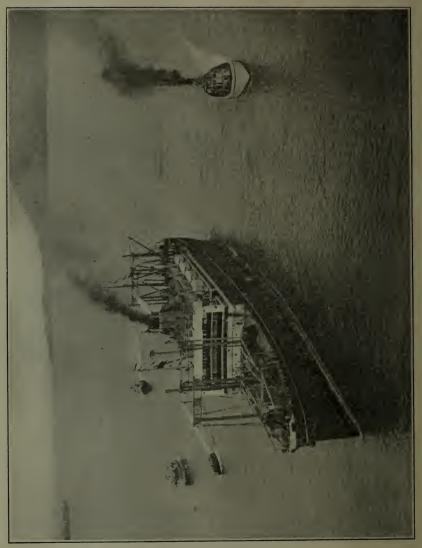
# TRANSPORTATION AND EXPORTATION AND DIRECT EXPORTATION—FISCAL YEARS, JULY 1, 1920, TO JUNE 30, 1921, AND JULY 1, 1921, TO JUNE 30, 1922.

	Total	Canada	Central America	China	Continental Europe	East Indies	India	Japan	Oceania	Philippine Islands	Scandinavian countries	South America	United Kingdom
190-1921 1/21-1922	20,128 23,008	3,681 4,140	4,742 1,382	3,062 4,271	6,985 1,206	1,328	415 1,207	764 1,187	170 1,260	191	106 4	<b>7</b> ; 6,598	120 234

PART VI.

MATTERS OF GENERAL INFORMATION.





### DESCRIPTION OF SAN FRANCISCO HARBOR.

Entrance.

The Golden Gate is the entrance which connects the bay of San Francisco and tributary rivers with the Pacific Ocean. It is about three miles in length, nearly a mile wide at its narrowest part, and has a minimum depth of 105 feet.

Its shores are high, bold and rocky. Outside the entrance, about six miles distant is the "bar," a crescent shaped sand bank with a minimum depth of 24 feet at low water, extending from the Bonita Channel on the north to the south channel, about six miles below Point Lobos.

Three deep natural channels cut this "bar."

The Bonita, or North Channel, has a width of over 2000 feet at its narrowest point and a minimum depth at mean low water of 54 feet. A second channel known as the Central or Main Ship Channel crosses the "bar" about the center of the crescent and is over a mile in width with a minimum depth of 35 feet at mean low water. The third, or South Channel, follows close to the San Francisco shore line. It is two-thirds of a mile wide and has a minimum depth of 36 feet at mean low water.

It is a satisfaction to San Francisco to know that no matter how great the depth of the ship of the future, it will always be able to enter this port in safety. Very few of the ports of the world can boast of such deep wide channels at their entrance.

The United States Coast and Geodetic Survey gives the mean tidal range at entrance to San Francisco Bay at 3.9 feet or 5.59 feet if the

mean higher high and the mean lower low are compared.

Inside the Port.

Here nature has supplied a deep, safe, commodious waterway. San Francisco Bay, if we include its northern extension, San Pablo Bay, covers an area of 420 square miles, or excluding the areas of submerged lands under private ownership, 291 square miles. It is one of the very largest land-locked harbors in the world, and so safe that the annual damage to shipping is practically nil.

Extending from the south portal of the Golden Gate at Fort Point, along the bay shore of San Francisco and San Mateo counties, thence across Santa Clara to Alameda County and following along the shores of Contra Costa, Solano, Sonoma and Marin counties to Lime Point, we have, omitting the numerous navigable inlets, a shore line of 155 miles in length, every mile of which is suitable and available for commercial

and industrial use.

Along the San Francisco waterfront, at the pier head line, the depth of water ranges from 40 feet to 80 feet. The only dredging required is in the slips between the piers in the basins and inlets, where a depth of 20 to 40 feet is maintained. The state operates one clam shell dredger which cares for all necessary dredging.

San Francisco is the terminal point of four great transcontinental railroad systems, and has behind it and directly tributary to it the two immense valleys of the Sacramento and San Joaquin rivers, which drain more than half the productive area of the extensive State of

Cali ornia.

Likewise the coast railway lines north and south of San Francisco are intimately connected with the harbor by important transportation systems, steadily ramifying into much new territory.

# PROPERTY UNDER JURISDICTION OF BOARD OF STATE HARBOR COMMISSIONERS.

Commencing at the point where the easterly line of the Presidio reservation intersects the waterfront line as established by the Board of State Tide Land Commissioners; thence easterly along said waterfront line parallel with and distant two hundred feet northerly from the northerly line of Lewis street to the center of Webster street; thence southerly along the center of Webster street to the center of Lewis street; thence easterly along the center of Lewis street to the south-westerly line of The Embarcadero at the easterly line of Van Ness avenue; thence along said line of The Embarcadero to the center of Polk street; thence southerly along the center of Polk street to the center of Tonquin street; thence easterly along the center of Tonquin street to the center of Larkin street; thence southerly along the center of Larkin street to the center of Jefferson street; thence easterly along the center of Jefferson street to the southwesterly line of The Embarcadero; thence along said line of The Embarcadero to the center of Powell street; thence southerly along the center of Powell street to the center of Beach street; thence easterly along the center of Beach street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Grant avenue; thence southerly along the center of Grant avenue to the center of North Point street; thence easterly along the center of North Point street to the westerly line of The Embarcadero: thence along said line of The Embarcadero to the center of Kearny street; thence southerly along the center of Kearny street to the center of Francisco street; thence easterly along the center of Francisco street to the center of Montgomery street; thence southerly along the center of Montgomery street to the center of Chestnut street; thence easterly along the center of Chestnut street to the center of Sansome street; thence southerly along the center of Sansome street to the center of Lombard street; thence easterly along the center of Lombard street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Battery street; thence southerly along the center of Battery street to the center of Greenwich street; thence easterly along the center of Greenwich street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Front street; thence southerly along the center of Front street to the center of Vallejo street; thence easterly along the center of Vallejo street to the center of Davis street; thence southerly along the center of Davis street to the center of Pacific street; thence easterly along the center of Pacific street to the westerly line of The Embarcadero; thence southerly along the westerly line of The Embarcadero to the southerly line of Pacific street; thence along a line parallel with Drumm street and distant seventy-five feet six inches therefrom to the intersection of the westerly line of The Embarcadero with the northerly line of Jackson street; thence along the westerly line of The Embarcadero to the northerly line of Clay street; thence along the northerly line of Clay street to the westerly line of The Embarcadero; thence along the westerly line of The Embarcadero to a point on said line distant northerly along said line sixty feet four inches from the intersection of said line with the northerly line of Market street; thence southerly along a line forming a right angle

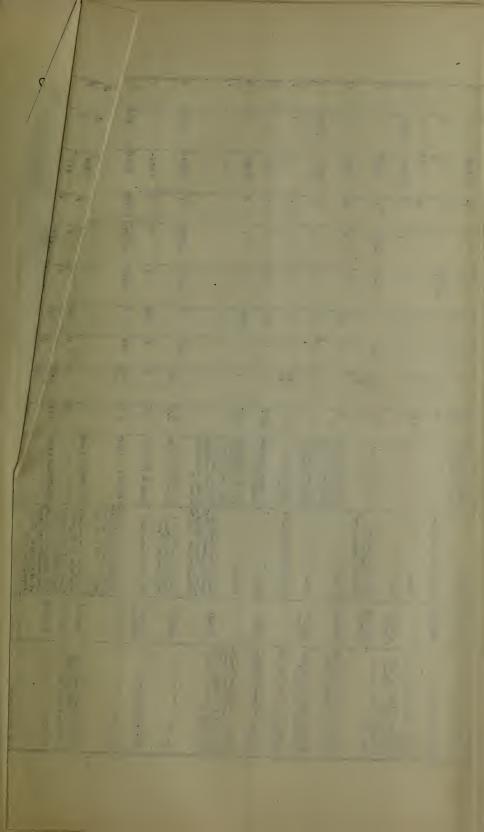
with Sacramento street to the northerly line of Sacramento street; thence along the northerly line of Sacramento street to the northerly line of Market street; thence along the northerly line of Market street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Folsom street; thence westerly along the center of Folsom street to the center of Steuart street; thence southerly along the center of Steuart street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to its intersection with a line parallel with and distant one hundred thirtyseven feet six inches southerly from Harrison street; thence along said last described line to the center of Spear street; thence southerly along the center of Spear street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Bryant street; thence westerly along the center of Bryant street to the center of Beale street; thence southerly along the center of Beale street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Brannan street; thence westerly along the center of Brannan street to the center of First street; thence southerly along the center of First street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Townsend street; thence westerly along the center of Townsend street to the center of Gale street; thence at right angles southerly along the center of Gale street to the center of King street; thence westerly along the center of King street to the center of Second street; thence southerly along the center of Second street to the center of Berry street; thence westerly along the center of Berry street to the center of Third street; thence southerly along the center of Third street to the northerly line of Channel street; thence westerly along the last mentioned line to a point on the shore line of 1851, five hundred eighty-eight feet more or less westerly from the westerly line of Seventh street; thence southerly along said shore line to the southerly line of said Channel street; thence easterly along said last mentioned line six hundred seventy-five feet more or less to the westerly line of Seventh street; thence continuing easterly along said southerly line of Channel street to the center of Third street; thence southerly along the center of Third street to the center of Fourth street; thence along the center of Fourth street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Louisiana street; thence southerly along the center of Louisiana street to the center of El Dorado street; thence westerly along the center of El Dorado street to the center of Illinois street; thence southerly along the center of Illinois street to the center of Eighteenth street; thence easterly along the center of Eighteenth street to the westerly line of the Embarcadero; thence southerly along the westerly line of the Embarcadero to the water front line established by the Board of State Tide Land Commissioners near its intersection with the southerly line of Twenty-second street; thence along said water front line to the westerly line of The Embarcadero at its intersection with the southerly line of Twenty-sixth street; thence along said line of The Embarcadero to the center of Tulare street; thence westerly along the center of Tulare street to the center of what was formerly Hernadotte street; thence along the center of Hernadotte street across

Islais Creek Channel to the center of Islais street; thence easterly along the center of Islais street to the easterly line of Third street; thence southerly along the easterly line of Third street to the southwesterly line of what was formerly Arthur avenue; thence along said last described line to the center of India street; thence southerly and easterly along the center of said India street to the westerly line of The Embarcadero; thence along said last described line to the center of China street; thence westerly along the center of China street to the center of Custer avenue; thence southerly along the center of Custer avenue to the northerly line of the property of the California Dry Dock Company; thence easterly along said last mentioned line to the westerly line of The Embarcadero; thence along the westerly line of The Embarcadero to the center of Waterfront street; thence southwesterly and southeasterly along the center of Waterfront street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Shafter avenue; thence westerly along the center of Shafter avenue to the center of Alvord street; thence southerly along the center of Alvord street to the center of Wallace avenue; thence westerly along the center of Wallace avenue to the shore line of 1878 at a point two hundred forty feet more or less northerly from Hawes street; thence southerly along said shore line to the center of Yosemite avenue; thence easterly along the center of Yosemite avenue to the westerly line of The Embarcadero; thence southerly along the westerly line of The Embarcadero to the southerly boundary of the city and county of San Francisco; thence along the southerly, easterly and northerly boundary lines of said city and county to a point due north of the place of commencement and thence south to the place of commencement.

SEAWALL LOTS.

Property of Board of State Harbor Commissioners. (See Map.)

Number	Area in square feet	Appraised valuation
<u>}</u>	584	\$5,000 00
BB		67,500 00
Ç		131,250 00
1		200,000 00
2	8,677	25,000 00
3	38,849	120,000 00
<u>4</u>		110,000 00
5		150,000 00
<u>6</u>		50,000 00
7		325,000 0
8		145,000 0
9		25,000 0
<u> </u>	4,326	28,500 0
1		262,500 0 440,000 0
2		
3		20,000 0
4		300,000 0
5		505,000 C 25,000 C
<u>6</u>		
7		92,700 0
8		93,775
9		51,180 5 327,838 0
0		327,838 ( 85,000 (
1		600,000 0
2		400,000 0
<del>3</del> :		
<u>4</u>		400,000 0
5	10,860	67,500 0



RECORD OF IN CHOER CONTR	HAMF	YOF AND SHI	PPING FA	JAN 1	77.5 28.0	700	77111	NEWS SERVICES	100	10151	N FR	ANCI.	33
NORTH	SNOISI	4	TRACKS AL SYCCAL LEA	NO TUNE	11 N 13 RT 18	STW O	7.7	1 11.4	MIAS.	05 VI	RULKINI	NO W. CV	The same
DESCUTION OF CAVI.	NEWEN	CONSTAUCTRA	Description	tenyth of fines	250	3128	No. of the last	New /	Men or	Congo (	Mann Flora	Man /	Congression
Take Accounts	Fr. P.	( Town to you a do you)		0	1987	0	0	104401	080'8	0	0	0	ONE
Latinod 18kp ( 19	194.190	Street for story and con	Leady fixel	1	0	0	(8)	0	0	0	67.73	0	
Bearing Har.	62111	Com a property of the control of		8	0	-	٥	0	0	0	1,007	5,943	T. T.
11 mg	6429	Sare as conthene 1007		0	200	0	0	7,550	\$252	0	0	0	
Bultoned Wheel 3	1384967	Son as Bullhari HAT Son to as Bullhari Mit	Con must at 1 side	705	707	138	0 (67	30000	NO64	0 6	11.144	8.788	1
Stor 5	THE KELD	CONE LECKUS LAS	Coyor track 5 side	3/6	585	001	0	63654	52604	, ‡	3227	4770	3587)
Bushned Wearl 5	<b>€</b> [X]]\$	Come and Cree pies		0	0	0	17.4	0	0	0	10,236	7,078	7,020
Agr. 7	132×518	from shed physics	Flish mark 5 de	REP	808	, st.		100159	2000	•	1		
0 0000	4F. 355	plas frontions 8#			8/8	,	2	169741	DEG	9	2/12	1364	9
Survivos Wart	7.3XCC	more and sheet pleater	loot kinner som	2	0	0	185	c)	0	0	9,984	999'5	0
Piler 9. Bulkings Wharf 9.	009xE11	Creo ks, limber des week n shed; Canor AN Rown	Flash may, Seak	83	800	113	0	6 × 08	0.50	0	5,083		0 "
Per 11	120,796	Cres pies Strice steel	Per hake A sake	79.	790	120	0	97,337	77401	2 0	6,908	4900	0 0
Bulkheat Mort 11.	4.5xH9	Mean Conor piles and dece	Lead to Per 11	36	0	0	143	0	0	0	ASI to	0	10
Por 15	90×794	Rein Conce B 18	Cool bunkers and	804	194	8,	9	229/2	0	0	3/85	0	0
Sulkhead Marr 15.	41x183	Pent Constpies and	Lord to Per 15	0.4	0	0	183	0	0	0	8,235	0	,,
Per 17.	126x300	Waster piles in processi Const Cy to Atrack Stra	Then thank, A safe	801	800	126	3	102067	76,358	0	6.88%	0	
But and Wharf I'd	41x90	Renf Const piles and	Land to Pror 17.	2	0	0	26	0	0	0	1404	0	2
Per 19	100×e00	Gree ples and Components in the Market American Start Rell Concer B 18		0	000	100	0	59,856	48433	0	4000	174	0
Bushered Marif 19.	354170	Street steel and considered		0	3	0	1110	0	0	.0	5,660	4.624	0
Par 21	108 x 802	Concertat wooden piles, masily replaced by and piles, limber deck	Rush track, 5 side	83	805	108	0	48/184	62,276	0	4,005		
Builtead Wharf 21	47×176	Cancr piks and ack		0	Ö	0	177	0	0	0	8.2/3	2	0
Ner 23	100×600	Gree piksond Coro- Araid waden piks, timber deck, Coro-B.W.			596	001	0	59,649	49126	0	4.657	3	3
Builtierd Whorf 23	47x141	Carer piles and creck.	Load to Per 25	35	0	0	141	0	0	0	6559		
Per 25.	H0x805	Ore ples and Converting Problem dark wooden sheet Reins Conver B W	Fresh frack, 5 said	800	208	041	0	10801	81,468	0	5,973	101	3
Connecting Whart 25	85x158 11-regular	Concrete and Crescitive Consisted Act		0	0	0	158	6,050	5069	0	8,325	5,08	
Fix 27	Dex 623 Irrequier	Concr Prot waxden alts.	Cape Trees, N. see.	-	595	135	0	89118	69350	0	6716	2713	
Bukhani Wrant 27.	47×cm	dark of skel and line. Dec, weader shad kent Conc. B. W. Nema Conc. piles and	100 to 100 29	1	0	0	510	0	0	0	9333	0	0
- Sec. 20	200%00	Blog of same	Tush track 5 site	7.67	800	2002	0	161,065	132,184	0	10,305	7,937	0
		and and concert, plus	Carpornasts	837	650								
Correling Wraf 23	185×245	Rehistons piles and acch waden sheel phales front	Lend to Par 31.	7	0	0	545	34845	12.407	0	286	308	0
Fer 31	150x813 1rregular	Reint Care ples 9/18 and deck, shed of wood (fine-resistant)and con-	Plush frack, S side Dept frank, N. side	828	788	150	0	119964	30,500	0	8/9/8	7,25	
Bunchered When F 31	45x120	Rein's Conce piles and Ok wooden shed plaster from		0	0	0	234	0	0	0	5295		3
Per 33.	150x820 Irregular	Concr ples and deck, fire pression waden shed plester front	Flush track E side	830	787	150	0	121,322	58,764	0	0496	786	3
Buildread Marif 33.	45x132	Some as Plor 33.	Suransis que tos	0	0	0	900	0	0	0	6,435	450.	3.
Per 33/2.	Irregular Pregular	Great piles timber deck	The race	0	00 00	200	20	180,196	143134	0	14,235	(303)	
20 7 777	Irregular	sheet of wood and A C.H., plaster front	Depar from X, 18 side	970	017	0	273	0	0	0	16,231	7	-
Per 37	Irregular 200x/1055	Creo pies tentes deck	They track Esse	1,881	501/	200	0	190,812	151,420	0	15729	14.45	
Butthest What 37.	£45x343	Reint Care Buk Wh Rent Care pts and ded	Least to Pier 39	**	0	0	34.5	0	0	0	20,419		
Aer 39	100x937 100x937	Reir Court Cots are shed	Flishtrack, Essk Digor frack, IV sode	976	938	140	0	129,717	862'18	0	1692		
Bulking Whar 139	45x215	Rein Const phsonolouk		0	0	0	285	0	0	0	9,675		6
Far 41	200x1082 Irrequer	Greo piles limber ded, liveresistant meadon shall phaster front Conc. B.M.	Fush track Eside	1110	1,032	2002	0	196,302	1134715	0	102'51	14.54	9
Bulkhed Wharf 41	GON169 Irregular	Reinf. Conc. piles and chit	Lexas to Per-43 Lexas to sip. Rock Bunkers.	25	0	0	61	0	0	0	9,20		
Pler 43	MG x 882 Irrequier	Greapiles, Timber chick	f sak and mudale W sak and mudale Bem flosh tracks	65.6	863	108	0	82632	3	0			
Bultond Wharf Section B	SONDE	Grea pies funtar ded	Lends to Pier 4.8 Lends to Silps	1,372	0	0	0	0 287.87	0	0 0	55,800		0 0
Powell St Corterry Silvs		Complex linker deed, Read Concr good sup- parts	540 64475 KV 187K 117K 15	100		2	2	o h			24.864		
Bulkhead Mary Sec G	177402	Gree piles timber cleck	Customs Barge Office Courselline Budg, C.R.	00	00	0 0	5.9.	0	3	0	4274		
Hote SI Forry Silp													4
Ayeste Park						п	1						
US term Transport Daks of Fort Heas of Your Heast			Sur 40217 translar Three abide cossum	2777		1					1		
FORM NOWTH OF FINAN BLE	V			39.25	30,952	2,207	4963	2561622	1,417,0	44	4.05/6	2000	10 mg
Tom Sourn	1			70%			19.54	לינהליצה)	10440	1	0.4.7		
GRAND TOTAL.				80,645	18557	5637	5542	4,69,20	3,05%		12.27		
ZZ487 Inclus p. Es													

2 2 2

RECORD OF WHARFAGE AND SHIPPING FACILITIES AT THE PORT OF SAN FRANCISCO CANDER CONTROL OF THE BOARD OF STATE HARBOR COMMISSIONERS—REVISED TO JUNE 30 1922.

			0 4 50 11	DIVITE INDONORMAN	71117	- 50	1 5	3	111)		1		コープントレ ラング・ドラ シス・フィー・	1 1
	NO IT	·S7		TRACKS AND	2,	LENGTH	TH OF	4	AREAS	1	SQUARE	1	FEET.	
		V0/S	TYPE OF	SPECIAL FEATURES		BERTH,	1	7.3	11d	PIERS.		BULKHEA	BULKHEAD WHARVES AND SUNDRY	VES
	DESIGNATION OF UNIT.	NJWI	CONSTRUCTION	Description	Length of Track	Sides	At Ends At Bulk- (Gener: head ally not Whairs		Total Main- Floor	Main- Floor	Liber	Total Main- Floor	Coverad Main- Floor	Hoor
		7				Piers.	Used!)	Etc.			Space.	Area.		Space.
	Tulare St. Shell Wharf.	30×40'	Timber	Pipe Line	0	0	0	001	0	0	0	5121	0	0
	Outer Iskais Wharf.	70×787	Creosoted piles, tim- ber deck; waden stad.	Flush track at edge. Pipe, Etc. for the dils.	192	0	0	787	0	0	0	55,140	6017	0
	Veg oil case and barrel shed.	180×400				0	0	0	0	0	0	71,932	71,932	0
	Georgia Whars	26×234	Timber			0	0	300	0	0	0	6,084	0	0
		19x1632 Irregular	Creo. piks, timber deck.	Flush track at edge. Rice conveyor.	1,936	0	0	1.615	0	0	0	126,929	0	0
	Mr. Sugar and P.G.&.E. whanso on State property outside of Board's Jurisdiction.													
	252	Irregular	Timber	Flush trackat edge Flush track near Ctt	7007	0	0	204	0	0	0	8686	0	0
	Union Iron Works Wharf No.6 at Central Bashn 	60 x 708 Irregular	Timber	Flush Track	506	0	0	555 509 509 509 509	0	0	0	42,305	0	0
	wien Iron Works Wharf Na Sand small parts of 2,34	50×905 Irregular	Timber	Flush Tracks	1.1. 02.6.	0	0	872	0	0	0	52,730	0	0
	Christenson Bulkhead Wh	103x125	Timber		0	0	0	103	0	0	0	12,831	0	0
	Christenson Wharf— formerly "Hoper Wharf"	334.576	Timber		0	14/26/2	0	99/	19608	0	0	84,706	0	0
	Union Oil Wharf, Cerritral Basin	30x379	Timber	Pipe line.	0	0	0	379	0	0	9	11,536	0	0
	0.	160x400 Irregular	Timber	Flush track near	358	0	2	293	0	0	0	52,730	0	0
_		135x143	Timber		0	0	0	143	0	0	0	19,305		
	16th St Pror, South.	127×708	Timber, same creasored piles	Pipe lines	0	590	126	0	89,632	0	0	0	0	0
	PIO 24	127×80C	Crea plestimber deck, Deprivack, Nsich.	DED Track, N side:	158	799	127	0	101,580	78,100	0	7.855	5952	0
	Bulkhord Whart 22	50.105	Concr. pile B.M.	1	The second second	200								

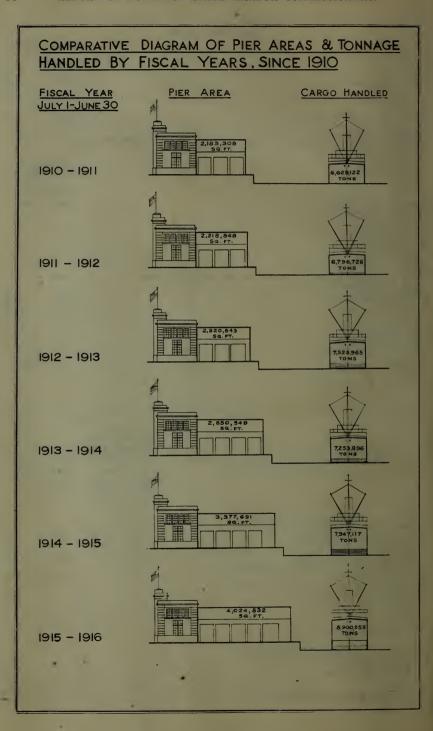
CASE COLTR	2775	THE BOARD	F STATE	FAK	BOR	Cam	17.18.28.	NERS DE	100	4350	NIG	1NC/5	022
OFSKAMPION I	NOISN.	TYPE OF	STECH FEAT	S.7.Xn	BERTH,	IN FE	7 7	14	FRS.	000	BUIKHI	TE F.	SZAS
Or UNIT	13WIO	AN INVESTIGATION	[*scription	Joyth of links	Siches	Consol Charles	West 5	Main-	Mann Floor Area	Carrie Const	Mair.	Main.	Contract Contract
Carry Cans War	70,167	Crossober picken, from	Place Line Thesh time al note	194	0	0 0	787	00	00		1215	0 01	0
Hy oil case and burnil share can bear of share	PENEW FEREN	Maken		11	00	00	300	0 0	0	0	11.932	27.272	0
Me Same and Field when	Tariest.	Con par Imperator	Phish thank alleage Rice convergen	2,936	0	0	1,615	0	0	1	126,929	0 0	8 8
CANDY AND CONTROL	Inspulm	Timber	Flush tracked engine	700	0	0	202	0	0	0	18686		
this han Herts Hand	60 x 700	Tunter	Flush Torck	\$06	0	0	2000	0	0	0	42,105	0	
Was from Works Wharf	50x 905	Timber	Flush Tracks	1,140	0	0	827.03	0	0	0	527.30		
Owishenser Duill ead III	103x125	Timber		0	0	0	103	0	0	0	12.051	0	9 .0
Carried Hoper Whar	Now C	/ wither		0	25.78	0	991	13609	0	0	84,706	0	0
trat Basin	30×303	Tunker	Pape line	0	0	0	37.9	0	0	0	11,536	0	0
Loso Wharf Free.	Irreguer 135x143	Timber	edge	200	0 0	2 0		0 0	0	0	52,750	0	0
1674 St Pier, South.	127×708	Timber some cresoled	Pipe lines	0	590	126	0	89,632	0	0 0	0 0	0	0
18 Pat Cornective	12/x/99	Timber	Whart No 2	22	661	0	0	14042	0	0	3961	0	. 0
Las 18 mars 16 1.	180×30	Timber	Destite of WW.Car	105	0	0	0	0	0	0	25,948	0	0
16TH SE PWY NOUTH	225×421	Turnbo; same creo pales		0	199	124	0	64869	0	0	0	0	0
Sycothery Syconism	59x750	Timber: Timber:		1.154	194	0 0	0 119	00	0 0	00	108590	81,800	0 0
First 54	150x770 150x770	Connecte Cyls and deck, small part Crea	Dear track, 5 side	73/	700	051	0	114,662	79971	0	£28'2	0	C
Semall Section 15 at Or	Service	put Carat, meaner short Turner	Rock bushers with	0	250	0	280	0	0	0	2967		
Talkhand Wheel of the land	20-11-60	Yanahan	Brick baye goran				150					2	2.
Santa Basa Bay Wheel	Irregular	Creas with trains dark	July up equipment	011	0 00	0	(63)	0	c	0	702.90	12.009	0
Chara Bosin Course Bullited	70×735	Tanber	of sides	6521	566	0 0	2762	•	0 0	0 0	0 03/3	0	0
Chand St Whores brokes		Timber	Landing thats	006	0	0	2000	0	0	0	50,826	0	2 0
April 18 January 18 January 4 11 15 15 15 15 15 15 15 15 15 15 15 15	194812	Soled Fill with revisioners	Such tracks flush Both tracks flush We track francks for	006						-			
		(consisting water constity)	crows whiphasts							-			
Porte	5081605	fire part imber week.	Secretarch, Saide.	0.0.	303	503	0	164,521	124,979	0	000'22	1,792	0
Bulthood What 44	90x/98	Cres piles timber deak	cond to Pleath	150	0	0	198	0	0	0	15,454	0	0
Pier 44	144×649	Steel and I make declished house steel of I greater,	Appertunct of Ssine	673	650	#	0	93,480	65,716	26219	9,010	420	-
Par 44 extension Con- Structure beauty Oct 1972	146,149	S. H. Trans, Creo pute Tres putes, timber afters,	Type Tracked Scille.				-	T					
Ballhead Warf 42	46x20 1	Con ples and decker	Por Track of N class	0	0	0 0	210	0 3020	0 0000	00	9,450	0	0 -
		Steel and Amber deck was on short plant, Reinf Comer B.W.			648								
Bulliheast Wart 40	46x176	Sine stel and convete	Leas " Per 42	37	0	0	176	9	0	0	2,908	0	0
Por 40	149×650	Concr Gla, struct steel and interest cropped into struct steel and into state of structures state of structures structures in structures structures structures in the structure in the structures in the structure	agar track, N skide	777	650	641	0	86276	16089	0	4,617	0	0
Bullhead Wharf 32	254153	sometime shak		0	0	0	158	0	-	0	4.271	0	0
Pie 38	147x666	correctly strail steel and	Sportioes of 18 state.	055	049	(4)	0	151'86	63969	0	5.110	0	0
O Mindelline of	25,430	sire and converte shad			10	0	138		0		37/8	0	10
Per 36	EUNTTE	My deck and shad of still	Southern was took	677	21,5	0	50	115,694	46,754	0	6.187	0	0
Buthand Weer 1 34	25x228	Creo piles.	WAS Transcovers	235	0	0	8228	0	0	0	6,160	0	0
Per 34	130×652	Concrete and still steel	Su hax al on k	680	633	130	0	04,510	50989	0	3,543	0	0
7	Irregular	alles stil steel and Concr deck, nowelen shad			654								
Fullery Vinat 35	5/x219	Rent Core and struct	Lend to Par 32.	*	0	0	612	•	0	0	1416	0	0
No. 2.	200x807	1943, Cots and atts of re-	has trand, S sut	795	555	200	0	159,640	125,182	0	7,803	181	0
Correcting When 30	222x202	Sheet, shell cab, prester from Same as Plan 32	cad to Per 30	3/	77.7	0	0	46265	41,420	0	6.070	222	0
ne 30	200x778	Same as Pier 32	Tush track 5 side	725	555	500	0	145,667	114264	0	5455	091	0
Bellina Mari 24	27x/80 Irreguts:	Cyls another of reinfy		0	0	0	061	0	0	0	47.67	0	0
Ar 28.	150x677	shert concrete sheet	They track S. seek	376	677	150	0	015'101	72,157	0	4319	211	0
Dulkteon War 7 26	£7x169	Rent Concrete steel		0	0	0	691	0	0	0	4,557	0	0
Par 26	200×77.	she she concrete, worden from the sheet she from	Sust track & side	786	77/	500	0	152,834	121,036	0	5,9/6	360	0
Bulling Warf 24	27x185	Rent concrete, shed to	Contrap (toots, hony	0	0	0	185	9	0	0	4,995	0	0
Per cit	127x8OC	Gree gyks triber deck	ROTTON, NSEE	851	300	121	,	101,530	78,100	0	7,055	2565	0
Bulkhood What 6 22	60×185	Reinf consists pates deck	Fire House	0	0	0	25	0	0	0	10.821	0	0
Por 66	125x4//	Cree who traver ded	The fract Neigh	190	100/	0 20	0 0	1,552	2404	0	7850	4262	5 0
PA GELVENNY CONSTRESON	127,320	mender sheet physics may cover ble 8 W			100	(2)	-	(no'nt	14.00	1	100'		
Bulkhood Whart 20	604154	Reinfearine poles afect		0	0	0	151	0	0	0	9.000	1,628	0
ريدين	112×629	Cras piles and wanter piles in 340/ cased Core Chi.	Aus mack, N. saile	699	639	118	0	69755	25570	-	20465	4,602	-
Bulthers Wheel 18	60x193	Buster from Cour put.  Buster from play deck of Very cont funity weath		0	0	0	000	0	,0	10	19500	2,173	3
PAYBIR	10473	Sheet plaster françastry Cree plas timber dech.		9	22	0	ž 0	725	0	10	0	0	-
The 18	1404630 117 cquidae	Cresping limber check; worden should plante from a	Agar framely Assiste	742	0630	140	0	X+X	646.00	0	1960	4834	10
Chambred Warf 16	1172 guile?	Same in Bull W. 18 Some as the 18	Part track S sade	0 8	0 009	0 041	29/	0	0 000	0 0	10.193	7,500	0
Bulberry 10	CONES	Hourt Core parts, check of	Lowding Pasts.	14.0	0000	0	99/	0	0	0	10,420	2,603	0
Phor to	159mast	short cakey potenter exterior		o o	159	(11)	0	170910	73465	2036	10,40	477	2760
	11 company	contrating part & shay,	Truck speciented by			1	1	1					П
TOTAL SOUTH OF BRINGER			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	30,420	52,605	1 002	257 K	266.807	1440170	asec)	1,veses	2.85767	2445
Anna Company of the C			(Nimes ) Los Committee	1	1		1			1	1		7

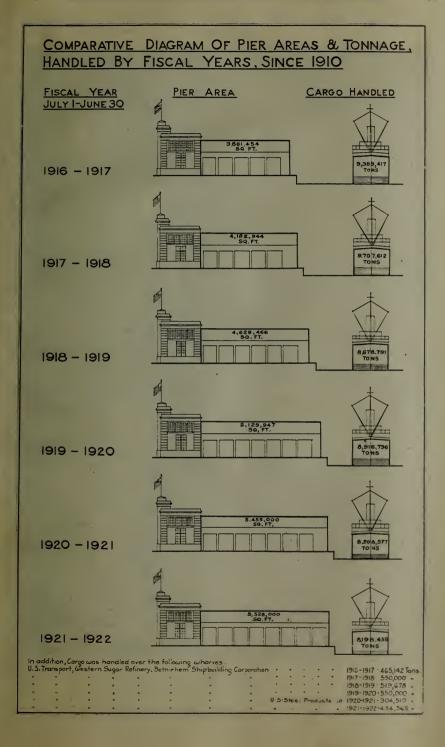
2,800

HARBOR FACILITIES.	
	Total,
Pier and Wharf Area—	une 30, 1922
Coveredacres,	78.70
Uncoveredacres,	65.40
Upper floor coveredacres,	2.50
Totalacres,	146.60
Berthing space, exclusive of pier endsmiles,	
Passenger ferry slips	12
Number of vessels, averaging 400 feet in length, which can berth simultaneously	210
Coveredtons,	
Uncoveredtons	357,000
Totaltons,	800,000
Vegetable oil bulk storagetons,	15,450
Cargo handling devices—	
15-ton locomotive cranePortable elevator	. 1
Portable tievator	1
Gasoline tractor	
Electric tractor	ī
Four-wheel cargo trucks	. 12
Stationary cargo masts—Pier 29—	
Two sets of six spans each—two hooks per span; capacity per spantons, Belt Railroad mileage—	3
Main linemiles.	9.69
Pier and wharf tracksmiles,	9.88
Yards and sidingsmiles,	24.92
Totalmiles,	44.49
Pier and wharf trackscars,	1.100
Yards and sidingscars,	1,700

_					
			M	iles	
De	tailed mileage statement of Belt Railroad and other railroad track within the jurisdiction of the Board	from sin	e varying gle-track rack line	Pier and wharf tracks	Yard
	of State Harbor Commissioners	Original single track	Addi- tional parallel tracks	outside bulkhead line	sundry tracks
<ol> <li>2.</li> <li>3.</li> </ol>	Administered as Belt Railroad Operated and fully controlled by Board. China Basin to Market street. Market street to Mason street. Mason street to Fort Mason Tunnel (east portal) West of east portal of tunnel. Operated by others, but controlled by Board. South of China Basin Operated by Board but controlled by railroads. China Basin to Market street. Market street to Mason street. North Point street line and its branches.			3.27 5.09 0.64 0.88	3.93 4.51 0.63 2.59 0.89 2.74 6.80 2.83
	TotalsTotal Belt Railroad trackage, 44.49 miles.	4.83	4.86	9.88	24.92
4.	Not Administered as Belt Railroad Operated and controlled by railroads. South of China Basin North of China Basin			1.61	10.44 0.06
	Totals Total harbor trackage, 56.60 miles.	4.83	4.86	11.49	35,42

Total.







General View of Graving Docks of Bethlehem Shipbvildina Corporation, Ltd., Dreadnaught "California" entering Dry Dock.

# DRY DOCKS, MARINE RAILWAYS AND DERRICK FACILITIES IN THE PORT OF SAN FRANCISCO

### GRAVING DOCKS.

# HUNTER'S POINT.

### Bethlehem Shipbuilding Corporation, Limited:

No. 2. Length, 750 feet; width, top, 103 feet; width, bottom, 86 feet; depth, over sill, 29 feet. No. 3. Length, 1,020 feet; width, top, 153 feet; width, bottom, 110 feet; depth over sill, 45 feet 6 inche

### FLOATING DRY DOCKS.

## Bethlehem Shipbuilding Corporation, Limited:

No. 2. Length, 271 feet; width, 66 feet; capacity, 2,000 tons. No. 3. Length, 301 feet; width, 68 feet; capacity, 2,500 tons. No. 4. Length, 450 feet; width, 80 feet; capacity, 6,500 tons. No. 5. Length, 42) feet; width, 90 feet; capacity, 12,000 tons.

### Moore Shipbuilding Company:

No. 1. Length, 650 feet; width, 90 feet; capacity, 20,000 tons. No. 2. Length, 350 feet; width, 90 feet; capacity, 9,500 tons.

#### MARINE RAILWAYS.

### Bethlehem Shipbuilding Corporation, Limited:

No. 1. Length, 320 feet; capacity, 4,000 tons. No. 2. Length, 270 feet; capacity, 2,000 tons.

### Moore Shipbuilding Company:

No. 1. Length, 380 feet; width, 76 feet; capacity, 8,000 tons.
Length of largest vessel taken, 450 feet. With extensions.
No. 2. Length, 442 feet; width, 76 feet; capacity, 8,000 tons.
Length of largest vessel taken, 510 feet. With extensions.
No. 3. Length, 360 feet; width, 76 feet; capacity, 5,400 tons.
Length of largest vessel taken, 430 feet. With extensions.

### Barnes and Tibbitts Shipbuilding and Dry Dock Company:

No. 1. Length, 340 feet; width, 66 feet; capacity, 4,000 tons. No. 2. Length, 290 feet; width, 60 feet; capacity, 2,500 tons.

### Hanlon Dry Dock and Shipbuilding Company:

No. 1. Length, 434 feet; capacity, 12,500 tons.

### SHEAR LEG DERRICKS

### Bethlehem Shipbuilding Corporation, Limited:

1 stationary, 100 ton capacity. 1 stationary, 50 ton capacity. 1 floating, 20 ton capacity.

### Moore Shipbuilding Company:

1 stationary, 100 ton capacity.

### Barnes and Tibbitts Shipbuilding and Dry Dock Company.

1 stationary, 40 ton capacity.

### FLOATING BOOM DERRICKS

### Smith, Rice and Company, Incorporated:

1 derrick, length of boom, 100 feet; lifting capacity, 75 tons. 1 derrick, length of boom, 100 feet; lifting capacity, 25 tons. 1 derrick, length of boom, 100 feet; lifting capacity, 20 tons.

### Crowley Launch and Tugboat Company:

1 derrick, length of boom, 110 feet; lifting capacity, 75 tons. 2 derricks, length of boom, 100 feet; lifting capacity, 25 tons. 2 derricks, length of boom, 100 feet; lifting capacity, 5 tons.

### Henry C. Peterson, Incorporated:

1 derrick, length of boom, 100 feet; lifting capacity, 7 tons.

### Haviside Company:

1 derrick; length of boom, 96 feet; lifting capacity, 15 tons. 1 derrick; length of boom, 100 feet, lifting capacity, 50 tons. 1 derrick, length of boom, 100 feet, lifting capacity, 25 tons.

# Barnes and Tibbitts Shipbuilding and Dry Dock Company:

1 derrick, length of hoom, 90 feet; lifting capacity, 7 tons.

# FORBIDDEN ANCHORAGE GROUNDS.

No. 1. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at the northerly outer corner of Pier No. 11, San Francisco; thence running in a straight line to the most northwesterly point of Goat Island; thence following easterly along the northerly shore line of said island to the most northeasterly point thereof; thence easterly in a straight line to the westerly pier of the San Francisco-Oakland Terminal Railways on the east side of the bay; thence southerly, following the three-fathom contour to the Oakland Estuary light; thence in a straight line to the outer end of Pier No. 46, San Francisco; thence along the pierhead line to the place of beginning.

No. 2. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at the most easterly point of Point Blunt on Angel Island running thence in a straight line through Blossom Rock buoy to the pierhead line at the outer end of Pier No. 3; thence following the pierhead line to its intersection with a line drawn from the northwest corner of the cannery of the California Packing Corporation at North Beach to the light on Alcatraz Island; thence along said line and continuing along a straight line from the light on Alcatraz Island to the light at Point Knox; thence following the southerly shore of Angel Island to the place of beginning.

No. 3. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at the outer end of the Port Richmond ferry slip; running thence in a straight line toward the outer end of Pier No. 14, to an intersection with the pierhead line; thence along the pierhead line to a point in line with the northerly side of Pier No. 27; thence on a straight line through the buoy anchored at the southerly spit of Southampton Shoal to a point directly west of the westerly point of Point Richmond; thence east to the place of beginning.

No. 4. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at the westerly end of the brick fort at Fort Point; running thence in a straight line to the northwest corner of the California Building at the Exposition Grounds; thence along the shore line to the place of beginning.

No. 5. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at Yellow Bluff; running thence in a straight line to Point Knox; thence along the westerly shore of Angel Island to Point Stuart light; thence in a straight line running 241 degrees from Point Stuart light to the shore of Sausalito Cove; thence along the shore line to the place of beginning.

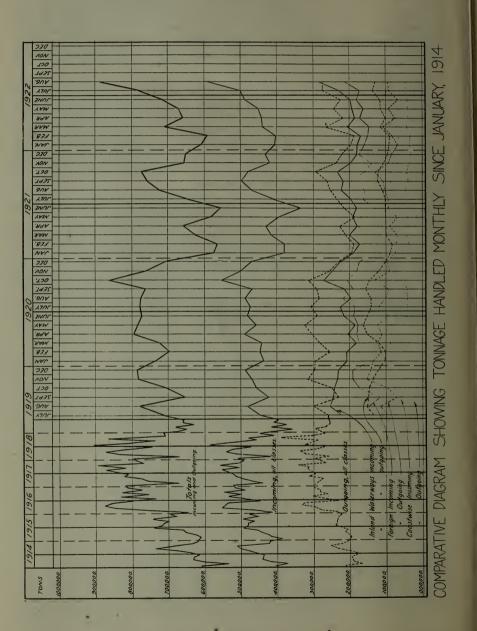
No. 6. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at a point in Bonita Cove, one-half statute mile, in a northeasterly direction, from the Fort Barry wharf (which is the only wharf in Bonita Cove); running thence in a straight line toward the wireless tower, on the westerly side of the Presidio Reservation, to the shore of South Bay; thence along the shore line to a point one-half statute mile to the seaward of the large cable sign at Baker's Beach; thence in a straight line to Point Bonita light; thence along the shore line to the place of beginning.

No. 7. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area extending from the water front of the city and county of San Francisco to the mouth of Oakland Creek; bounded on the northerly side by a straight line drawn from the southeast corner of the Sugar House, Potrero Point, to the high tank on the Oakland Mole, and on the southerly side by a straight line running 219 degrees from the outer end of the Southern Pacific ferry slip at Alameda Mole to the water front of San Francisco.

No. 7½. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at the outer end of Pier No. 46, running thence in a straight line toward the Oakland Estuary light to the intersection with a line parallel to and 500 yards distant (measured at right angles) from the pierhead line of the city and county of San Francisco; thence along said line paralleling the pierhead line to a point east of the brick chimney at Point Avisadero; thence west to the pierhead line; thence along the pierhead line to the place of beginning.



# TONS OF FREIGHT DISCHARGED AND LOADED OVER THE STATE WHARVES DURING THE TWENTY-SIX YEARS FROM 1894 TO 1920.

Year.		Tons
1894-1895		3,729,367
1895-1896 1896-1897		3,848,46! 3,657,219
1897-1898		3,894,362
1898-1899		4,154,543
1899-1900		4,646,157
1900-1901		5,048,831
1901-1902		4,890,679 $5,203,485$
1903-1904		5,528,048
1904-1905		5,292,113
1905-1906		5,748,992
1906-1907		6,802,793
1907-1308 1908-1909		6,468,527 $6,325,078$
1909-1910		6,866,148
1910-1911		6,629,122
1911-1912		6.798,726
1912-1913		7,528,965 7,253,896
1913-1914 1914-1915		7,255,895
1915-1916		8,900,255
1916-1917		9,389,417
United States transport wharves, Western Sugar Refinery wharves, and Bethlehem Shipbuilding Corporation wharves.	465,142	9,854,559
1917-1918	9,707,612	
United States transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation wharves	550,000	10,257,612
1918-1919-		10,237,012
United States transport wharves, etc., etc.	519,678	
1919-1920	8,916,798	9,198,469
United States transport wharves, etc., etc.	550,000	
1920-1921	8,208,577	9,466,798
U. S. Transport wharves, Western Sugar Refinery wharves, Bethlehem		
Shipbuilding Corporation wharves, U. S. Steel Products Company wharves, etc.		
1921-1922	8,193,435	8,513,087
I' S Transport whomas Western Suns D. Course 1		
U. S. Transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation wharves, U. S. Steel Products Company wharves, etc	434,565	
		- 8.628.000



# CHARGES ASSESSED BY THE BOARD OF STATE HARBOR COMMISSIONERS.

The rules and regulations enforced by the Board of State Harbor Commissioners on property under their jurisdiction, as well as the charges assessed, are shown in the Board of State Harbor Commissioners' Tariff, which can be obtained at the office or by writing to the Board.

The following, however, shows briefly, without detail, the charges assessed. For complete information reference should be had to the Tariff.

In order to make clear the following tabulation, Coastwise trade is defined as trade along the Pacific Coast between Mexico and the Canadian border; inland waterway as trade or service between San Francisco and points located upon the bays, rivers and other inland waters of California; foreign and off-shore as all trans-Pacific trade and Atlantic seaboard trade.

	Definition	Rate		
		Foreign	Coastwise, etc.	
Dockage:	*Charge assessed against vessel berthing at wharf	None.	2 cents per ton first 200 nct registered tonnage; 34 cent each additional ton.	
Tolls:	**Charge for cargo loaded or discharged on state wharves or in slips.	15 cents gen- eral.	5 cents general.	
Wharf demurrage:	***Charge for cargo delayed on state premises	25 cents ton first five days. 50 cents ton each succeeding five days.	25 cents ton first five days. 50 cents ton cach s u c-ceeding five days.	
Belt Railroad switching:	Charge for switching loaded freight cars between any two points on the tracks of the Belt Railroad.	\$3.50 per car.	\$3.50 per car.	

Rental charges will be assessed against steamship companies having sufficient business to require definite assignment of pier space on the basis of \$.012 coastwise or inland waterway, \$.006 foreign.

<sup>\*</sup>Vessels engaged in foreign trade are not charged dockage. They are required, however, to lead or discharge 500 tons per day etc., in violation of which a penalty will be assessed against the vessel.

<sup>\*\*</sup>No tolls will be charged shipper or consignee on import and export traffic moving through the Port of San Francisco on through bills of lading when originating at or destined to Japan, China, Phillipine Islands, India, Australia, New Zealand, Fiji Islands or beyond, and when destined to or originating at points in the United States east of Ogden, Salt Lake City and Garfield, Utah; Albuquerque, Belen or Deming, New Mexico; and El Paso, Texas. Such tolls will be absorbed by rail and occan carriers as shown by Supplement No. 11, Trans-Continental Freight Bureau Westbound Export Tariff No. 29-1, effective April 20, 1922, and Supplement No. 8, Trans-Continental Freight Bureau Eastbound Import Tariff No. 30-H, effective April 20, 1922.

<sup>\*\*\*</sup>Foreign cargo must be removed from the wharf within ten days after discharge of vessel; coastwise cargo within five days after discharge of vessel; thereafter penalties as shown accrue. Coastwise cargo may be assembled five days before arrival of vessel; foreign cargo may be assembled ten days before arrival of vessel.

### SAN FRANCISCO PILOTAGE AND TOWAGE RATES

# PORT OF SAN FRANCISCO; CHARGES, REGULATIONS, ETC.. NOT UNDER JURISDICTION OF BOARD OF STATE HARBOR COMMISSIONERS.

### PILOTAGE.

Jursidiction: San Francisco Board of Pilot Commissioners, a state body composed of three members. Office of Commissioners, Merchants Exchange Building, San Francisco; Pilot Office, Pier 7, San Francisco.

Pilotage in and out of San Francisco harbor is under the jurisdiction of a State Board of Pilot Commissioners, appointed by the Governor, which body establishes the rules and regulations regarding the conduct of all pilots, as well as licensing and commissioning pilots.

by the Governor, which body establishes the rules and regulations regarding the conduct of all pilots, as well as licensing and commissioning pilots.

Pilotage in and out of San Francisco Bay is generally compulsory, except as follows:

All vessels sailing under an enrollment, and licensed and eneaged in the coasting trade between the Port of San Francisco and any other port of the United States are exempt from pilotage unless a pilot be actually employed.

All foreign vessels and all vessels from a foreign port or bound thereto, and all vessels sailing under a register between the Port of San Francisco and any other port of the United States are liable for pilotage.

While pilotage is compulsory it is stated on good authority as not necessary in most instances.

\*\*Rates of pilotage are fixed by state law as follows:

All vessels under 500 tons, \$2 per draught foot;

All vessels over 500 tons, \$2 per draught foot and 2 cents per ton for each and every ton registered measurement; and every vessel spoken inward and outward bound, except as hereinafter provided, shall pay the sad rates.

A vessel is spoken by day by a pilot boat displaying a union jack, or by night displaying a torch or flare-up within a distance of three miles of the vessel. In all cases where inward bound vessels are not sroken until iriside of the bar the rates of pilotage herein provided shall be reduced 50 per cent. Vessels engaged in the whaling or fishing trades shall be exempt from all pilotage except where a pilot is actually employed.

In the event a vessel not carrying cargo to the Port of San Francisco, nor seeking any thereat, is compelled to enter said port solely by reason of her being in distress or requiring repairs, provisions or fuel, the rates of pilotage into said harbor shall be as follows:

All vessels under 500 tons, \$1 per draught foot:

All vessels under 500 tons, \$1 per draught foot and 1 cent per ton for each and every ton registered measurement; and every vessel spoken inward bound shall pay the said rates. There shall of San Francisco.

# TOWAGE.

Towage in San Francisco is conducted by private tow boat companies and the charges for the services performed vary according to the conditions under which the contract is to be carried out, but are generally assessed within the range of the following schedule:

### Sailing Vessels.

The cost of towage from sea (lightship) to anchorage varies with distance and size of vessel ranging from \$100 to \$250. For moving a vessel of 2000 tons net register in the harbor the charges are approximately:

Docking, city front.
Stream to Port Costa or Port Costa to stream.
Stream to sea (lightship) Fore and aft rigged vessels pay, according to size, from \$20 to \$30 for docking, and from \$50 to \$100 for towing to sea.

### Steam and Motor Ships.

(Charges based on net tonnage vessel.)			
1. Services to tug assisting to dock on city front	\$25 00	to	\$40 00
Wharf to Mission Rock	75 00	to	150 00
3. Services of tug assisting to Union Iron Works or Hunter's Point	40 00	to	70 00
4. Towing (without power) to Union Iron Works or Hunter's Point	90 00	to	225 00
5. Services to tug assisting to Oakland Harbor (East of Bridge at Webster St.)	50 00	to	75 00
6. Towing (without power) to Oakland Harbor	100 00	to	250 00

### PORT WARDEN.

Port Warden. Appointed by Governor. Fees: \$15 for each survey, but not to exceed \$75 on any vessel; rates on foreign vessels 50 per cent greater; separate certificate of surveys required by different consignees \$2.50 each; \$10 each order of sale

### WATER RATES NOW IN EFFECT IN THE PORT OF SAN FRANCISCO.

Gallons	Cubic feet	New Rate
10,000	1,334 2,667 4,000 6,667 13,334 26,667	\$15.70 19.54 23.12 29.84 46.64 80.24
50,000 100,000 200,000		

### UNITED STATES GOVERNMENT REGULATIONS, FEES AND OFFICIALS.

#### CUSTOMS DISTRICT.

The Customs District of the Port of San Francisco comprises all that portion of the State of California

morth of the county of Santa Barbara.

Custom House, located at Washington and Battery Streets, San Francisco. Customs Officers: Collector of Customs, W. B. Hamilton; Deputy Collector, Henry E. Farmer; Surveyor of Customs, L. J.

### Customs Fees.

The ordinary entrance fees for vessels arriving from foreign ports with cargo are \$5.70 for foreign vessels and \$2.70 for American vessels.

The ordinary clearance fees for vessels going to foreign ports, either American or foreign vessels, are \$2.70.

Foreign vessels entering from a domestic port are charged a fee of \$2; likewise a fee of \$2 for clearing to a domestic port.

### UNITED STATES INSPECTION OF STEAM VESSELS.

John K. Bulger, Custom House, Supervising Inspector First District.
Walter Macarthur, United States Shipping Commissioner; office, United States Appraisers Building.

### UNITED STATES IMMIGRATION SERVICE.

Edward White, Commissioner; office, Angel Island and Barge Office, Fisherman's Wharf, San Fran-

A fee of \$8 per head is charged for landing immigrant passengers. This fee is also charged for alien seamen discharged at this port.

### UNITED STATES QUARANTINE SERVICE.

Dr. F. Simpson, Surgeon, United States Military Hospital Service, in charge; office, Angel Island and Barge Office, Fisherman's Wharf, San Francisco.

The federal government handles the entire matter of inspection, quarantine and fumigation in this port. Where fumigation is required the charge amounts to about thirteen cents per thousand cubic feet of air space fumigated plus one dollar for supervision and two dollars labor. This applies where the operation is conducted at the Angel Island Station, but in cases where vessel are fumigated on the San Francisco side the expenses of the fumigating officer amounting to hotel accommodations and incidental expenses are charged in addition to the above rate penses are charged in addition to the above rate.

### UNITED STATES LIGHTHOUSE ESTABLISHMENT.

H. W. Rhodes, Inspector; office, Customs House.

### INTERNAL REVENUE DEPARTMENT.

John P. McLaughlin, Collector; office, Customs House.

### UNITED STATES BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

Elwood G. Babbitt, District Office Manager; Customs House.

UNITED STATES COAST GUARD SERVICE.

Revenue Cutter Division.

Comndr. Jas. H. Brown, Customs House, in charge.

Life Saving Division.

Captain F. G. Dodge, Inspector.



The system of handling heavy weights at San Francisco is very flexible. This passenger coach for Hankow, China, was loaded without the vessel changing its berth.

### BOARDS OF STATE HARBOR COMMISSIONERS.

First Board—C. L. Taylor, appointed November 4, 1863; D. C. McRuer, appointed November 4, 1863; S. S. Tilton, appointed November 4, 1863.

Second Board-C. L. Taylor; S. S. Tilton; James Laidley, appointed November 6, 1865.

Third Board—S. S. Tilton; James Laidley; James H. Cutter, appointed November 4, 1865

Fourth Board—James H. Cutter; John J. Mark, appointed December 6, 1869. Jasper O'Farrell, appointed January 15, 1870.

Fifth Board-John J. Marks; Jasper O'Farrell; Washington Bartlett, appointed June 23, 1870.

Sixth Board—John J. Marks; Jasper O'Farrell; John Rosenfeld, appointed November 29, 1871.

Seventh Board-John Rosenfeld; Jasper O'Farrell; Lewis Cunningham, appointed March 1, 1873.

Eighth Board—Lewis Cunningham; John Rosenfeld; Samuel Soule, appointed March 13, 1873.

Ninth Board-Lewis Cunningham; Samuel Soule; T. D. Mathewson, June 5, 1873.

Tenth Board-Samuel Soule; T. D. Mathewson; D. C. McRuer, appointed April 21, 1874.

Eletenth Board—Wm. Blanding, appointed March 4, 1876; Bruce B. Lee, appointed March 4, 1876; A. M. Burns, appointed March 4, 1876. Frank McCoppin succeeded Burns October 28, 1879.

Twel/th Board—Wm. Blanding; G. S. Evans, appointed January 27, 1880; Wm. A. Phillips, appointed March 4, 1880.

Thirteenth Board—Wm. Blanding; Wm. H. Knight, appointed November 23, 1882; Geo. S. Evans; Wm. A. Phillips.

Fourteenth Board—Wm. Irwin, appointed March 20, 1883, died March 1, 1886. A. C. Paulsell, appointed March 20, 1883; John H. Wise, appointed March 20, 1883.

Fifteenth Board—Frank McCoppin, appointed April 1, 1886; A. C. Paulsell; John H. Wise.

Sixteenth Board-William D. English, appointed March 13, 1887; A. C. Paulsell; John H. Wise.

Seventeenth Board—William D. English; A. C. Paulsell, Charles O. Alexander, appointed March 13, 1889.

Eighteenth Board—William D. English; Charles O. Alexander; William H. Brown, appointed March 13, 1890.

Nineteenth Board—C. F. Bassett, appointed March 31, 1891; Charles O. Alexander; William H. Brown.

Twentieth Board—C. F. Bassett; William H. Brown; Dan T. Cole, appointed March 13, 1893.

Twenty-first Board-C. F. Bassett; Dan T. Cole; F. S. Chadbourne, appointed March 13, 1894.

Twenty-second Board - E. L. Colnon, appointed March 14, 1894; Dan T. Cole; F. S. Chadbourne.

Twenty-third Board-E. L. Colnon; F. S. Chadbourne; P. J. Harney, appointed March 20, 1897.

Twenty-fourth Board-E. L. Colnon; P. J. Harney; Rudolph Herold, Jr., appointed March 13, 1898.

Twenty-fifth Board-Paris Kilburn, appointed March 14, 1899; P. J. Harney; Rudolph Herold, Jr.

Twenty-sixth Board—Chas. H. Spear, appointed March 16, 1903; John C. Kirkpatrick; John D. Mackenzie.

Twenty-seventh Board—W. V. Stafford, appointed March 19, 1907; Henry J. Crocker; W. E. Dennison

Twenty-eighth Board—W. V. Stafford; W. E. Dennison; P. S. Teller, appointed April 1, 1909.

Twenty-ninth Board-W. V. Stafford; P. S. Teller; George M. Hill, appointed January 7, 1911.

Thirtieth Board—Marshall Hale, appointed March 26, 1911; George M. Hill, J. J. Dwyer, appointed March 26, 1911.

Thirty-first Board—J. J. Dwyer; George M. Hill, died July 10, 1912; Thomas S. Williams, appointed July 27, 1911.

Thirty-second Board-J. J. Dwyer; Thomas S. Williams; John H. McCallum, appointed July 30, 1912.

Thirty-third Board-Arthur Arlett, appointed February 15, 1917; Thomas S. Williams; John H. Mc-Callum.

Thirty-fourth Board-Arthur Arlett; John H. McCallum; Harry H. Cosgriff, appointed June 6, 1918.

Thirty-fifth Board-John H. McCallum; Harry H. Cosgriff; Miles Standish, appointed December 6, 1918.

Thirty-sixth Board-John H. McCallum; Harry H. Cosgriff; Frederick S. Moody, appointed March, 1920.

